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ESTABLISHED 1857

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per piece of 30 yards.
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No. 17,476. 號六十七百四千七萬一第 日九十月四年寅甲 HONGKONG, WEDNESDAY, MAY 13TH, 1914. 三拜禮 號三十月五年三國民華中 PRICE, \$3 PER MONTH.

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KNORR'S SOUP SQUARES are the most useful and practical article that can be imagined. Anyone who keeps a supply of them can at any time prepare a splendid soup requiring no stock. To obtain three plates of delicious and nourishing soup all one has to do is to mix the contents of one square with water and boil it for about twenty minutes. Thus one saves time, fuel and MONEY.

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Hongkong, 5th May, 1914. [485]

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Hongkong, 9th December, 1913. [1467]

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No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [514]

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.30 " " 10.00 " " 10 " "
10.30 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.45 " " 12.00 noon " 15 " "
12.00 noon to 1.00 p.m. " 40 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
NIGHT CARS on Week Days.
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Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
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Hongkong, 1st October, 1913. [502]

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[29]

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[712]

SOUTH MANCHURIA RAILWAY.

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TIME TABLE

(Effective from May 1st, 1914, to April 30th, 1915).

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NORTH BOUND.

Controlled at Harbin with	Russian State Express	For	From	Days	Time	Days	Time	From	To
1st Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Mon	7.15 a.m.	Wed	7.15 a.m.	Shanghai	Shanghai
2nd Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Tue	7.15 a.m.	Thu	7.15 a.m.	Shanghai	Shanghai
3rd Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Wed	7.15 a.m.	Fri	7.15 a.m.	Shanghai	Shanghai
4th Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Thu	7.15 a.m.	Sat	7.15 a.m.	Shanghai	Shanghai
5th Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Fri	7.15 a.m.	Sun	7.15 a.m.	Shanghai	Shanghai

SOUTH BOUND.

Controlled at Harbin with	Russian State Express	For	From	Days	Time	Days	Time	From	To
1st Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Mon	7.15 a.m.	Wed	7.15 a.m.	Shanghai	Shanghai
2nd Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Tue	7.15 a.m.	Thu	7.15 a.m.	Shanghai	Shanghai
3rd Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Wed	7.15 a.m.	Fri	7.15 a.m.	Shanghai	Shanghai
4th Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Thu	7.15 a.m.	Sat	7.15 a.m.	Shanghai	Shanghai
5th Class Pass	Shanghai (S.M.R. Train) For	Shanghai	Shanghai	Fri	7.15 a.m.	Sun	7.15 a.m.	Shanghai	Shanghai

* Russian Train Time is 25 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Birth Fee.

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Three-Weekly Express Service between Changchun and Fusan without change, establishing direct link between the Trans-Siberian Express Service and the Imperial Japanese Government Ferry and Railway Service, reducing the journey between Manchuria and Japan by nearly two days and diminishing the sea-voyage to a few hours; also connecting Peking and Tokyo by rail with the exception of the short passage between Fusan and Shinmoukei. London to Tokyo in 18 days; Peking to Tokyo in 4 days.

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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks (No. 1 ...)	510 ft.	77 ft.	26 ft.
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Hongkong, 18th February, 1914

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A FIRST CLASS AND UP-TO-DATE HOTEL.
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

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[1409]

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Hotel electrically lighted, and under experienced European Supervision. GUIDES AND CHAUFFERS PROVIDED. Every Information and Special Attention given to Tourists.

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WM. FARMER, Proprietor.

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SIEN TING.

SURGEON DENTIST.
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TERMS VERY MODERATE.
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Hongkong, 24th March, 1914. [442]

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Hongkong, 18th April, 1914. [585]

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A permanent, speedy and painless CURE for
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The cheapest and best in the market.
They give a free and lasting lather,
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For delicate and sensitive skins they are
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HONGKONG OFFICE: 10A, DES VOGES ROAD C.
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The Daily Press.

HONGKONG, MAY 13TH, 1914.

THOUGH Germany does not rank as one of the great colonial powers of the world, her colonial possessions are by no means insignificant, for they cover nearly 1,100,000 square miles; about as much as the British parts of India, and five times as big as the German Fatherland. It is a colonial dominion mainly spread over Africa; only 99,000 square miles, most of them in New Guinea, are outside the Dark Continent. Apart from that territory and a few small islands, it consists mainly of the four dependencies of Togo (33,000 square miles), the Cameroons, German East Africa and German South Africa, each of them, covering between 300,000 to 400,000 square miles. The total colonial trade, apart from Kiangtchau, came to nearly £12,000,000 last year, whereas but seven years ago the figure was £5,000,000. A great deal of this increase is due to colonial imports, which are always rising when colonial loans are contracted and when railways are constructed. But the exports too, the true signs of colonial prosperity, have wonderfully developed. From £1,500,000 in 1906, they rose to nearly £7,000,000 in 1912. Apart from the development of diamond mining in South-West Africa, which is responsible for about £1,500,000, all this is due to systematic work, not to accidental and artificial colonial booms. The colonies send about £2,500,000 to Germany and take as much from her in return. The total trade is infinitesimal in comparison with Germany's national trade of £535,000,000 in imports and nearly £450,000,000 of exports. But Germany is only just beginning to surmount the difficulties she has had to face in her colonial policy. A Munich Professor in a lecture in London recently pointed out that Germany began to colonise before she could be regarded as an industrial country. "Whilst we were developing colonies we had to develop Germany as well. Before the acquisition of colonies, Germany employed in industries, in 1882,

6,500,000 men; in 1907, 11,300,000; and in commerce, in 1882, 1,800,000 men; in 1907, 3,500,000 men. Even in agriculture she did not remain stationary, raising the number of men employed from 8,200,000 to 9,900,000 men. She went through a process of industrialisation quite common in new countries, but almost unheard of in an old established community. She used 76,000 steam thrashing-machines in 1882 and 489,000 in 1907. She smelted 4,000,000 tons of iron ore in 1887, and 17,800,000 in 1912. In 1885, 8,600,000 people lived in cities of over 20,000 inhabitants and 22,400,000 in 1910. The cities of more than 100,000 inhabitants had to find housing-room for nearly 10,000,000 men, their population growing from 4,400,000 in 1885 to 13,800,000 in 1910. German joint stock companies owned a capital of £240,000,000 in 1889-97 and £720,000,000 in 1911-12. The deposits in banking institutions of all sorts rose from about £30,000,000 to £150,000,000. Germany sadly lacked the abundance of liquid assets which a country like France enjoys. If Germany did not want to sacrifice home-development to colonial ventures, she had, so to speak, to stint her colonies. She started chartered companies to relieve her of the responsibility of developing the new countries. They had a ludicrously small capital and failed accordingly. Nor was the State in a position to finance colonial exploitation on a big scale, for all demands upon it rose enormously. Germany spent £80,000,000 on defence in 1881-82 and £75,000,000 in 1912. The population of Germany has grown rapidly from 45,000,000 in 1880 to 65,000,000 in 1910. Germany has attracted foreigners too in increasing numbers. There were resident in Germany 797,000 foreigners in 1900 and 1,320,000 in 1910. Germany is not yet an over-populated country. She has 310.4 persons to the square mile (about as much as England and Wales had in 1851) against a density of 618 in the England of to-day. Germany has made some grievous mistakes in her colonial policy and she has learnt the lesson. She has settled about 24,000 white people in her colonies. There were 7,523 ten years ago. We have built cities which are healthy and habitable, we have laid out farms and planted villages, reproducing in some districts the chief features of life at home. We have started plantations which are profitable to their owners. Apart from the 1,100 farms in South Africa, there are about 1,000 plantations owned by Europeans, run by about 1,300 white owners and overseers, occupying a labour force of about 90,000 natives. We have done a certain amount in native administration—though here, more than anywhere else, we are beginners—by spreading peace and sanitation, by teaching the natives in schools and in agriculture. But apart from South-West Africa, where we solved the native problem by smashing tribal life and by creating a scarcity of labour, we are only just now beginning to understand it. The German ideal of colonisation is no longer a policy of settlement but one of commercial exploitation, and it is evident that sound development is now taking place.

H.M.S. *Thistle* returned to Hongkong yesterday morning.

There were nine fatal cases of small pox in the Colony last week, all being Chinese.

During the 24 hours ending 10 a.m. yesterday, 1.58 inches of rain were recorded at the Observatory. Practically the whole of the rain fell from 11.30 on Monday night.

There were 215 cases of plague notified in the Colony last week, 173 proving fatal. Among the victims were three Indians, one Filipino and one Malay. All the rest were Chinese. The total number of cases of plague since the beginning of the year is 1223 with 1112 deaths.

The private yacht *Mekong*, owned by Prince Ferdinand, brother of Queen Amelie of Portugal, who is at present big game shooting in Indo-China, is lying at anchor in the harbour. The *Mekong* is a vessel of 1000 tons displacement, and is the most attractive yacht visiting these waters. She carries a thirty four knot motor launch, and is fitted with five of the most modern types of guns, wireless telegraphy and other up to date installations. Capt. Morton, brother of Mr. R. C. Morton of the Pacific Mail Company, has been in charge of the vessel for the past two years. Prince Ferdinand will meet the yacht at Shanghai on June 6, and from thence proceed to Yokohama. A trip will then be made to Kamohatka, through Alaska to Vancouver, and on to Panama, leaving there to reach New York in time for the America Challenge Cup yacht race.

TELEGRAMS.

[THROUGH BEUTER'S AGENCY.]

THE CIVIL WAR IN MEXICO.

A DESPERATE BATTLE AT
TAMPICO.

JUVAREZ, May 11th.

The most desperate battle of the whole Revolution is proceeding at Tampico. Some of the oil-wells are aflame, and the town is afire.

H.M.S. *Essex* is hurrying toward Tampico.BRITISHERS HORRIBLY
MUTILATED.

WASHINGTON, May 12th.

The British Embassy has received a report from the Vice-Consul at Guadalajara that Messrs. Williams and Hoadley, both British subjects, were killed by riotous miners during a search for stolen silver bars. The Britishers gave up their weapons, hoping to placate the labourers, but they were immediately stabbed to death and horribly mutilated. Other foreigners were thrown into gaol, but were released later.

AMERICAN SAILORS' FUNERAL
PROCESSION.

NEW YORK, May 11th.

The bodies of 17 American bluejackets, killed at Vera Cruz, were landed from the battleship *Montana*. The bodies were placed on gun-carriages, and were taken in procession to the City Hall, where the Mayor of New York placed wreaths on them.

President Wilson received the procession at the Navy Yard, and expressed his mixed feelings of grief that these lads had gone to their deaths, and pride and envy that they had been permitted to do their duty so nobly. He emphasised that the Americans had gone to Mexico not for aggression, but to serve mankind, including the Mexicans.

AMERICA'S RETIRED SOLDIERS
TO REPORT THEMSELVES.

WASHINGTON, May 11th.

The War Office has requested retired soldiers to report their availability in an emergency.

MEDIATORS LEAVE FOR
AMERICA.

NEW YORK, May 11th.

The mediators have arrived at Vera Cruz and proceeded straightway to New York, on board a German liner, refusing all American proffers of courtesy.

THE NEW GOVERNOR-GENERAL
OF CANADA.

UNGRACIOUS COMMENTS ON THE APPOINTMENT.

LONDON, May 11th.

The appointment of Prince Alexander of Teck as Governor-General of Canada in succession to H.R.H. the Duke of Connaught has evoked ungracious comments from some quarters in Canada. While the undoubted success of the Duke of Connaught's administration is acknowledged, it is argued that anything like a perpetuation of Royal rulers, and Court etiquette is unsuitable for a democratic country.

FAMOUS SINGER'S DEATH.

BATAVIA, May 11th.

The death has occurred at Batavia of Madame Nordica, the famous singer. Death was due to pneumonia, probably resulting from Madame Nordica's experience in the recent accident to an Australian steamer in Torres Straits.

TRAM-CARS IN COLLISION IN
LONDON.

LONDON, May 11th.

Two tram-cars collided at Blackfriars Bridge and were smashed. Fourteen persons were conveyed to hospital, and others were injured.

THE FRENCH ELECTION.

TRIUMPH FOR TRIENNIAL SERVICE.

PARIS, May 11th.

The features of the French second ballots yesterday were the success of the Socialists and the groups on the Right. The supporters of Triennial Service secured an incontestable majority.

HOME CRICKET.

LONDON, May 12th.

Kent beat the M.C.C. by an innings and 48 runs. Yorks beat Northants by an innings and 116 runs.

TELEGRAMS.

[THROUGH BEUTER'S AGENCY.]

THE BRITISH BUDGET.

TAX ON SMALL INCOMES.

ALSO ON INCOMES DERIVED FROM FOREIGN SECURITIES.

LONDON, May 12th.

In the Budget debate in the House of Commons, Mr. Lloyd George admitted that the increase of the income-tax on unearned incomes would involve hardship to those with small incomes. Therefore the proposed rate on incomes of £200 per annum would be 1/-, and between £200 and £500 is 4d. The concession, the Chancellor of the Exchequer said, would cost £370,000 per annum.

Among the Budget resolutions adopted by the House of Commons is one imposing an income-tax super-tax on incomes arising from securities or possessions in any place outside the United Kingdom, whether the income be received in the United Kingdom or not.

THE ULSTER GUN-RUNNING
EXPLOITS.

LONDON, May 12th.

In the House of Commons Mr. Asquith announced that the Government had decided not to take criminal proceedings against the persons concerned in the recent gun-running exploits in Ulster. Other proceedings were being taken, but it was undesirable to make a statement at present.

THE DANISH KING AND QUEEN
IN ENGLAND.

LONDON, May 12th.

The King and Queen of Denmark and their Royal hosts, King George and Queen Mary, attended a gala opera performance at Covent Garden yesterday. The house was converted into a floral bower, and was ablaze with colour and jewels.

THE KING OF SWEDEN.

STOCKHOLM, May 12th.

The King has sufficiently recovered to resume government, and will open Parliament at an early date, after which his Majesty will proceed to Karlsbad for the cure.

SIR STAMFORD RAFFLES.

STRAITS SETTLEMENTS TO BE ASKED TO
PROVIDE A MEMORIAL.

LONDON, May 12th.

The Secretary of State for the Colonies, Mr. Lewis Harcourt, replying to the Vicar of Hendon, intimates that he contemplates suggesting that the Government of the Straits Settlements should provide a suitable memorial to Sir Stamford Raffles, at Hendon Church, where his coffin was recently unearthed.

THE HIPPODROME AND CIRCUS.

The hippodrome and circus at Causeway Bay attracted a large audience on Monday evening for the opening performance, and the programme was as entertaining as it was varied. Such exhibitions are bound to be of striking similarity to each other, but the glamour of a circus invariably attracts plenty of support. The one at Causeway Bay is made up of all those items which people look for; there are performing lions, funny men, pretty attired ladies who perform all sorts of tricks on horseback, and the usual amount of legerdemain which puzzles everyone. Of the latter the sharp-shooting by the Three Carsons is perhaps a feature. Tiny and elusive objects are picked off from all sorts of positions, and a William Tell item is a good test of nerves and shooting skill. The "Naval Display" by "Murrel and his assistant Jerry" is a most entertaining and amusing parody on what good sailors should be capable of doing. Huge shells are thrown about and caught on various parts of the body, while large brass balls are treated in a very off-hand manner; and Jerry introduces a continual funny element into the feats of strength and skill. There is some clever juggling by Otto and Lollo and Happy Ashby. The latter does his work while standing on a globe, which makes his performance a most ingenious affair. Miss Alberta gives a clever equestrian turn, and in addition there are several performances by very knowing horses. The clowns, of course, are busy throughout the programme, and would be patrons of any confidently look forward to several hours' real enjoyment, with every opportunity to laugh heartily. "The Vision of Salome" which was given by ten ladies on the opening night, was a novelty for a circus programme, but the audience must have appreciated the more serious side of the evening's description in the colourless setting of a large match is an undertaking, but the performers did remarkably well.

There will be a matinee performance this afternoon at 4 o'clock.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD"
SERVICE.]

CHINA SERVICE.

THE PEKING GOVERNMENT.

PEKING, May 12th.

A sub-committee of fifteen members of the Constitution Committee has been instructed with drafting rules of organization for an Administrative Committee. Shi Yue, President of the Legal Committee is to be Chairman. The Administrative Committee is to consist of from 40 to 60 members of long experience in the administrative service, or of conspicuous merit as authors, or such as have rendered meritorious services to the Republic. Ten councillors are to be members of the new committee also, who shall have the right of submitting proposals, but shall be excluded from voting. The President has sent Liang Shi Yi and Chou Tse Shi to Tientsin, charged with a request to Liang Tung Yen to take over the Portfolio as Minister of Communications. Liang Tung Yen, according to the Peking *Jih Pao*, has accepted and will arrive at Peking on the 20th of May, after completing a tour of inspection of the railways in Shantung.

EUROPEAN SERVICE.

DANISH ROYALTY IN ENGLAND.

FRENCH POLITICAL SPECULATIONS.

LONDON, May 11th.

The present visit of the Danish Majesties to the Court of St. James has caused the French Press to engage in political speculations, as if the *rapprochement* of Denmark to the Triple Entente could be deduced therefrom. In view of this it must be said that the British Press treats the visit as wholly unpolitical and rather regards it in the light of a family visit of closely-related Dynasties. The Danish Royal couple, besides attending Court festivities, will make the procession through the town to the city as is customary. They will go to Spain afterward, via Paris.

HUERTA'S FALL EXPECTED.

REGION OF TERROR FEARED.

LONDON, May 11th.

The Mexican situation has grown worse and the early fall of Huerta is counted upon. Several foreign diplomats at Washington have attempted to persuade Mr. Bryan to take energetic action, as the outbreak of terrible anarchy is feared after Huerta's fall. The American Secretary of State, however, maintains his optimism.

SHIPPING RATES IN WART.

BERLIN, May 11th.

At the East Asiatic Conference of United Shipowners it was decided that the war rates to Japan and Shanghai be increased by 2s. 6d. from 1st September.

IMPERIAL CHANCELLOR'S
BEREAVEMENT.

BERLIN, May 11th.

Fran v. Bethmann-Hollweg, wife of the Imperial German Chancellor, is dead.

MURDER OF EUROPEAN CONSUL.

BERLIN, May 11th.

The Russian and Norwegian Consul, Mr. Batt, was robbed and murdered in a railway train near Bizerta in Tunis.

ILL-STARRED SICILY.

BERLIN, May 11th.

The losses caused by the damage to the landscape in Sicily are great. Mount Etna is in violent eruption.

RENOVED MUSICIAN DEAD.

BERLIN, May 11th.

Herr Schuch, Director-General of the Orchestra of the Royal Opera at Dresden, a conductor of renown, is dead.

FOOTBALL IN GERMANY.

BERLIN, May 11th.

The football match Berlin v. Paris was won at Berlin by the home team.

HOSTILITIES IN ALBANIA.

BERLIN, May 11th.

The Prince of Albania has ordered all hostilities to cease.

SUPREME COURT.

Tuesday, May 12th.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMPERTZ.

A WRONG NAME.

In the case of Tani Kwan Ying the Official Receiver applied for the rescission of the receiving order. He did so, he explained, on the ground that the petitioning creditor had given a wrong name, neither had the petitioning creditor any power of attorney to sign in the name he did. He asked for the rescission on those grounds, though there were several other grounds he could mention. There was no opposition to the application, and the petitioning creditor, although he had had notice, was not represented.

AN ABSENT DEBTOR.

Application was made for the hearing of the petition in the case of Li On. The Official Receiver explained that the solicitor for the petitioning creditor was not appearing that morning as he was engaged in the Police Court. Mr. Carmichael added that he was opposing the petition on the ground that no consideration was shown for the debt, whose solicitor had been unable to find him. He had previously informed him (the Official Receiver) that he was going into the country, and he would therefore ask for the petition to be dismissed.

A LEGAL ISSUE.

With regard to Lee Chan, the Official Receiver applied for adjudication and the appointment of a trustee. This was an adjourned application under Section 78 (2).

The Official Receiver said one of the partners was absent, and that at the last Court there was an application for rescission, which was adjourned. The petitioners then decided that they did not want to go on with that application and asked for the appointment of a trustee, etc., and he asked his Lordship to make that order.

Mr. Grist, on behalf of one of the partners in the firm, named Fung Yai Pui, asked that his name should be struck out of all the proceedings so that he should not be adjudged a bankrupt. He also expressed the opinion that any petition by the debtors must be made by all the debtors in order that the receiving order might be made.

The Official Receiver said that such authority was given in the Home Act.

Mr. Grist remarked that he raised the point at the last Court.

His Lordship said the point was an important one.

Mr. Grist referred to Section 78 (1) and explained that that undoubtedly laid it down that where such an application was made all the partners should be joined. There was a section in the Home Act which said that one partner could petition the Court in the name of the firm. They had no such section in this Colony; therefore, every petition by a debtor must be made by the whole of the partners.

The Official Receiver said that that was not a correct view of the Section. If the Court took the view which Mr. Grist had just taken, it would mean that in very many firm cases, if a partner wanted a petition, he would have to get authority from all the partners, who, in many cases, did not reside in Hongkong.

His Lordship said that the question thus arose as to whether he was empowered to make such an order as the law stood.

Mr. Grist remarked that he challenged the power. If anyone came forward it would upset the whole of the proceedings. For all practical purposes that was not ever likely to happen, because all the property they had been able to find the Official Receiver had already taken possession of.

His Lordship said he was obliged to Mr. Grist for making the point, but he thought that if he made the order he would be following the practice which had obtained there, rightly or wrongly.

Mr. Grist suggested that a really effective Ordinance might be drafted if his Lordship dealt with that matter by refusing to make any order. His Lordship might recommend that the present Ordinance should be repealed.

The Official Receiver said it depended wholly upon the provisions regarding imprisonment for debt in this Colony. If that point was raised, it would raise the whole point as to imprisonment for debt in Hongkong, which he was not saying might not be raised.

APPLICATION FOR DISCHARGE.

An application for discharge was made in the case of Tsang Ng, but the Official Receiver changed his application and asked for an adjournment *indefinite*. Mr. Agassir, who appeared on behalf of the petitioners to oppose the debtor's original application, had no objection to the adjournment and this was allowed.

RUBBER REPORTS.

PROGRESS OF LARGE MALAYAN PRODUCERS.

THE SUNGEL WAY COMPANY.

Mr. Thomas North Christie, in moving the report at the meeting of the Sungel Way (Selangor) Rubber Company, held at Glasgow, said that the board presented their statement with a justifiable feeling of satisfaction, for, even despite the fact that there had only been an actual increase in profits of £175, that had been attained by improved quality and lessened cost of production. Their crop was over 118,000 lbs. in excess of the previous year, and their all-in cost fell £69d. per lb. Some companies deducted commissions before bringing the proceeds of the sales into the revenue account, some included depreciation and other charges, and some did not. Their all-in cost included everything. While having made fully a net profit as in previous years, they had knocked the dividend down one-sixth. That was due to the characteristic caution of the board, and also because they wanted a large reserve fund, which might be drawn upon as they increased their scope for working. The estate was in splendid order, and two thousand acres would shortly be under cultivation. The crop had been good for the past three months of this year and heavier than that of the same period of last year. Working costs had been reduced, and, while the price of rubber was lower, they still found sales remunerative. Had it not been that they had once experienced the delights of a 30 per cent. dividend they would have been perfectly satisfied. He moved a dividend of six shillings per share, making a total dividend of 50 per cent. for the year. The report was unanimously adopted.

HIGHLANDS AND LOWLANDS.

According to the report of the Highlands and Lowlands Para Rubber Company, the past year's working resulted in a profit of £78,078, making with £113,101 brought in, a total of £191,179. The directors recommend a final dividend of 7 per cent. (less tax) (making a total dividend of 20 per cent., less tax, for the year 1913); £10,000 is placed to reserve (bringing the general reserve up to £50,000), and £9,330 is carried forward. The output was 1,055,418 lb., which is 157,808 lb. in excess of the 1912 output. For 1912 the dividend was 40 per cent. The average net sale price obtained per lb. was 2s. 5.74d., and the cost, "all-in," is 2.24d. It has been provisionally arranged that the company shall acquire the assets of the Ayer Kuning (F.M.S.) Rubber Company, on the terms of this company issuing to the shareholders of the vendor company one share of the Highlands and Lowlands Company for every four shares held by them; this company agreeing to liquidate all the vendor company's liabilities as on March 31st, 1914, from which date this company will take over the estates as going concerns. The area to be acquired is 6,523 acres, of which 2,040 acres are under cultivation, and with the exception of an area of 125 acres, the whole is in bearing. To enable this company to acquire the assets of the Ayer Kuning Company, it will be necessary to increase the capital, and the shareholders will be asked to sanction the application to increase the same by 40,000 shares of £1 each, of which 27,688 shares will be issued at par to the shareholders of the vendor company.

Messrs. Barlow Co. write from Kuala Lumpur: "We have received a cable from the secretaries of the Highlands and Lowlands Para Rubber Co., Ltd., informing us that the proposed scheme for the amalgamation of the Ayer Kuning (F.M.S.) Rubber Co., Ltd., with the Highlands and Lowlands Para Rubber Co., Ltd., has been cancelled."

SELANGOR RUBBER COMPANY.

In moving the adoption of the report at the meeting of the Selangor Rubber Company, held at Glasgow, Sir P. A. Swettenham said that since last year rubber had fallen from over 4s. per lb. to less than half that price. The fall occurred extremely quickly, and led to something like a panic. Many proposals were made, but he had not seen a draft of a working scheme yet, though there were over 500 rubber companies in the Near East alone. He favoured combination, if it could be secured, but he had no difficulty in understanding the shyness of the sheep to enter the fold. The estimated yield—600,000 lbs.—was nearly obtained, and low good the actual figures were they would understand when he told them that the 523,243 lbs. obtained in 1912 came from 1,468 acres in bearing, while the average area tapped was 1,413 acres, and the yield per acre 338 lbs. In 1913 the average acreage tapped was 1,538 acres, yielding 303 lbs. per acre. For the current year the crop was estimated at 650,000 lbs.; and for the first three months they had secured more than a quarter of the estimate. Their planted area stands at £13 10s. per acre. Even at the reduced price of rubber they made a profit of over £50,000, and the prospects were good. He moved a dividend of 1s. per share, making a total distribution of 137.3 per cent. per year. The report was considered most satisfactory, and unanimously adopted.

AYER KUNING (F.M.S.).

The report of the Ayer Kuning (F.M.S.) Rubber Company states that the year's working has resulted in a profit of £1,521. The board made temporary arrangements for financing the company until the revenue was sufficient to meet the expenditure, and this position it was expected would be reached in the period under review. The fall in the value of rubber experienced in 1913 entirely upset the directors' anticipations and not only were their hopes not realized, but they found it necessary to increase the temporary accommodation, and on December 31st the total borrowings amounted to £30,531. Since the accounts were closed a further sum of £1,721 was borrowed, making a total indebtedness of £32,252. Under these circumstances the directors have decided to recommend the amalgamation of this company with its neighbour, the Highlands and Lowlands Para Rubber Company.

ANGLO-MALAY.

The crop harvested by the Anglo-Malay Rubber Company for 1913 amounted to 1,126,000 lbs., against an estimate of 1,120,000 lbs., and a yield in 1913 of 343,491 lbs. The crop was obtained from

an average acreage of approximately 3,016 acres. The average gross price realized was 2s. 9.42d. per lb., while the "all-in" cost amounted to 1s. 3.16d. against 1s. 8.55d. in the preceding year. Including £8,768 brought in the net profit amounts to £108,351. Deducting from this capital expenditure written off £21,346, and three interim dividends at 8 per cent., less tax, there remains £51,041. Out of this the directors propose to transfer to reserve account £12,500 and making 44 per cent. for the year (less tax), leaving £38,541 to be carried forward. The crop estimate for 1914 is 1,400,000 lbs. For 1912 the dividend was 90 per cent.

DAMANSARA.

The report of the Damansara (Selangor) Rubber Company states that the profit for the year ended December 31st last, after writing off £2,381 for depreciation, and including £3,043 brought forward, amounted to £24,680. The directors propose to pay a final dividend of 22½ per cent., making 50 per cent. for the year, and to place to general reserve account £9,000, leaving £15,680 to be carried forward. The rubber crop amounted to 618,450 lb., against the estimate of 600,000 lb. It sold at a gross average of 2s. 2.8d. a lb., as compared with 4s. 1.13d. a lb. for 1912 crop. The manager's estimate for 1914 is 650,000 lb.

SEREMBAN.

The crop of rubber secured by the Seremban Rubber Estate Company in 1913 amounted to 564,000 lb., an increase of 113,812 lb. The cost f.o.b. was about 1s. 5.4d. per lb., a reduction of about 3d. per lb. The profit and loss account shows a credit balance of £22,471, making with the balance brought forward, £28,098. The directors propose to write off for depreciation of buildings and machinery £1,000; to pay a dividend of 5 per cent. (less tax), on April 24th; and to carry forward £3,058. The estimated crop for the current year is 607,000 lb.

RUBBER ESTATES OF JOHORE.

The directors of the Rubber Estates of Johore report that the crop of rubber harvested for 1913 amounted to 323,504 lb., against an estimate of 320,000 lb., and a crop of 106,201 lb. for 1912. The gross price realized was 2s. 8.1d. per lb. The all-in cost amounted to 2s. 6.63d. per lb., against a corresponding cost of 2s. 8.92d. in 1912. The crop of rubber for 1914 is estimated at 500,000 lb. The net profit amounted to £10,931 and £2,064 was brought forward. It is proposed to pay a dividend of 6 per cent., leaving to be carried forward £25,495.

SUNGEL KRIAN.

The accounts of the Sungel Krian Rubber Estate for the year 1913 show a profit of £3,607, making with the amount brought forward £7,781. After deducting the dividend on the preference shares in respect of 1912 and writing down the preliminary expenses by £200, there remains a balance of £2,941, out of which the preference dividend has been paid to June 30th, 1913. The output of dry rubber amounted to 139,405 lb. The average net sale price per lb. was 2s. 4d. and the cost per lb. "all-in" is 2s. 7.1d.

SEAFIELD.

The profit of the Seafield Rubber Company for 1913 amounted to £52,210. The directors propose to pay on April 24th a final dividend of 25 per cent., less tax (making 45 per cent. for the year), to write off for depreciation £1,000 and to carry forward £2,879.

THE MITSUI BUSSAN KAISHA.

As soon as the preliminary court in Tokyo committed the three directors of the Mitsui Bussan Kaisha for trial in connection with the Naval bribery scandal, they resigned from the directorate and Mr. Watanabe, who, five or six years ago was the managing director of the firm, has been recalled from London to fill one of the vacancies on the Board. Mr. Fujie, from Shanghai has also been appointed to the Directorate. Mr. Fukui, Dr. Dan and Mr. Hayakawa remain directors of the firm.

Baron Mitsui, the President of the Mitsui Bussan Kaisha has issued to the staff a circular in which he expresses his deep regret that certain officials of the company should have been implicated in the Naval scandal, which casts serious reflections on the reputation and prestige of the company. He earnestly requests the staff to be always mindful of the instructions given to always act in strict conformity with the principles of honesty and justice and, while striving for the further development of the company's business, to studiously refrain from any act that deviates from the right path in doing business, even though prompted thereto by excessive zeal.

[It is as well that the public should refrain from forming a judgment as to the guilt of the persons accused until they have had an opportunity of learning what defence they have to make to the charge.]

HORACE: ODE XXXVIII. BOOK I.

PERSICUS ODI, PUER, APPARATUS.

My wife, dinna fash yourself!
Wi' a' thae Southern whinesies.
I canna' bide sic unco' wames
Sae, pit awa' your flimsies.

Bog-myrtle frae the moor oot-by
Gies sweeter smell, I'm thinkin'
Than hot-hose blooms. An' they be braw
Braw's whies the same as stinkin'!

Awa, an' less the dinner ben,
Gude barley-broth an' chuckie,
An' syne, to tap, your kebbuck, lass—
To pree sic-like, I'm lucky!

As glass, nae mair; an' "ek" maybe?
O' gude auld "Pettercain",
A' bines in apple for yoursell,
A' sweetie for the bairn.

Sic hamebre w's an' halesome fare
Are what usins, my Bonnie,
We're cannie wi' that gude we ha'e,
An' needna' copy onie.

—The New Witness.

ACTIONS AND REACTIONS IN CHINA.

VII.—THE ARMY.

The Analects of Confucius record a conversation between him and one of his disciples: "Tzu-kung asked for a definition of good government. The Master replied: 'It consists in providing enough food to eat, in keeping enough soldiers to guard the State, and in winning the confidence of the people.' And if one of these things had to be sacrificed, which should go first?" The Master replied: "Sacrifice the soldiers." This quotation sums up the traditional Chinese attitude towards the army, and explains why military service was, in the old days in China, in such ill repute, soldiers being classified with actors and barbers as the drogs of the population. Perhaps in no phase of Chinese life is the contrast between the old and the new more marked, nor the transition so abrupt, though even here the process has occupied several years. Army reform was first taken in hand after the disastrous war with Japan, and in 1895 five divisions of a new army (the *Yu-wei Chün*) were raised, but this tentative effort soon came to an end (with an important exception to be noted later). An Edict of 1901 again ordered army reorganization, but it was not until 1907 that a concerted effort was made to provide China with an homogeneous national army in place of the ill-armed and untrained provincial troops which, before 1895, were all she had to depend on, but even now the process of reorganization is still incomplete: very few provinces have raised the *quatum* assigned under the 1907 scheme, and there are still vestiges of the old order of things in Kansu, where the old "Green Banner" troops (*lu-chün*) have not yet been completely disbanded.

In view of the sharp line of demarcation between China's old and new military systems, there is little need to examine the state of the army prior to its reform, but one or two incidents will at all events show the disadvantages under which it laboured. The Governor of Hailung-chiang, in a memorial requesting permission to arm the troops under his jurisdiction with breech-loading ginals, explained that "this innovation" (i.e., loading at the breech) "being unanimously approved by the Manchu commanders, memorialist would now ask the consent of the Throne to arm the troops with ginals, portioning three men to each gun, i.e., one man to carry the gun at the muzzle, one man to fire it, and a third with the ammunition and armed with a sword to protect the other two while at work." (Peking Gazette, August 24th, 1896.) The Governor of Mukden, again, in a memorial recommending the purchase of some rifles, made the *naïve* suggestion "that owing to their great expense these arms need not be used by the troops in their daily drills, but when danger appears the rifles should by all means be placed in their hands." (Peking Gazette, May 6th, 1897.) This proposal has, however, been reproduced in a modified form in far more recent days: in 1910 the officer commanding the militia (*hain-fung chün*) at Ning-yüan Fu, on the confines of the Lolo territory, stated that he thought it advisable to issue only old rifles to the troops engaged in active operations against these aborigines, on the ground that if the Lolos captured them, the loss would not be so great as if the new and more modern weapons fell into the hands of the enemy. Then we have Mrs. Bird Bishop's account of an incident in the Japanese war—troops armed with every imaginable pattern of rifle, and a heap of all kinds of ammunition set before them, with the order that each man should pick the size to fit his own particular rifle.

It would be possible to multiply these instances of ineptitude and disorganization many times over, but the facts are notorious and are introduced here only because they demonstrate the disadvantages under which China has always entered on a war, and show that the repeated defeats that she has suffered do not necessarily imply a lack of martial

qualities in her sons. The reverse, indeed, is rather the case—the powers of endurance of the Chinese, and their adaptability to the widest range of conditions, all fit them to rank high among the world's fighting men, and, in spite of the fact that badly armed, worse led, and perhaps totally unpaid Chinese troops have fled before European or Japanese forces equipped with all the refinements known in the way of weapons of destruction, there are not wanting events that go to show that the Chinese soldier is not necessarily a coward. General Gordon had experienced of Chinese troops such as no other foreigner has had, and he was emphatic as to their soldierly qualities when well led and regularly paid; Colonel Bower has repeated his testimony with special reference to the Wei-hai-wei regiment; Captain Layard of the same regiment, relates how, when he was reconnoitring with his company at the attack on the Chinese position at Tientsin in 1860, a shell suddenly burst behind them, and he found himself in charge of native troops for the first time under fire. To his satisfaction the Chinese under his command were not in the least disconcerted: they continued to advance in excellent order, but strongly demurred at first when the order came to retire.

In these instances it is true, the Chinese were fighting against their own countrymen, but even when they have encountered European troops they have not always been the cowards they are sometimes painted. The "Black Flag Troops" were very successful in the guerilla war against the French in 1884-85, and at Langson made so determined a resistance that the French were obliged to retire, and, Dr. Hawks Potts says, "this war revealed the good fighting qualities of the Chinese soldier." (*A Sketch of Chinese History*, p. 188.) Great Britain, too, has had experience of the prowess of Chinese troops (or rather of the Manchu forces that are generally spoken of with such contempt). The first noticeable resistance that the British encountered in the war of 1840-42 was at Chapoo, "the Chinese forces numbering about 8,000, of whom 1,700 were Manchus of the resident military colony. This was the first occasion on which the English met the Manchus in arms, and they were astonished at the sturdiness of the resistance, to which they had not been accustomed; and they were as much astonished at the readiness of the Manchus to die where they stood, at their own hands if not at the hands of the enemy. When they could no longer fight, they could die; and the instances of mad self-destruction were perfectly horrible." (Morse, *The International Relations of the Chinese Empire*, p. 295.) And again at Chinkiang, "The Manchu garrison, however, fought with desperate determination" (Bernard), made a "desperate resistance" (Ouchterlony), and "behaved with great spirit" (Sir Henry Pottinger). Even at Chinkiang, with no intelligent leadership, with only a third of their enemy's number, and armed only with obsolete matchlocks, bows, and spears, they inflicted a loss of 37 killed and 129 wounded on their opponents" (*ibid.*, p. 296).

Perhaps the most striking instance of all is the defeat Chinese troops inflicted upon the Gurkhas—the Highlanders of India—at the very gates of their own capital. Towards the end of the 18th century, the Gurkhas invaded Tibet, dispersed the priests, and levied tribute. Tibet appealed to China, whose response was to send an army of 70,000 men (the number must be taken for what it is worth; and probably half of this host were ineffective—camp-followers of various descriptions) led by General San-fu, right across Szechuan and Tibet to the Nepal border. San-fu attacked his foes in the open, and inflicted a severe defeat on them, driving them back into Nepal and right up to the walls of Khatmandu, the capital. Here again the Chinese army attacked the Gurkhas—now the pick of Britain's hill-fighters—and again defeated them, and to this day Nepal acknowledges China's superiority by sending periodical tribute missions to Peking.

Everything goes to show that, given good pay and good leaders, China can turn out troops of which no army need be ashamed, but it is especially in the latter desideratum that she fails. It frequently happened during the Revolution that a victory on one side or the other was allowed to be fruitless in the end, for want of following it up and pressing home the advantage, but in that struggle every issue was so complicated by cross- and under-currents that it is perhaps scarcely a fair test, but the whole course of the wars in which China has been engaged during the last 100 years reveals the same fact. The long campaign against the Tai-ping Rebels was distinguished by no brilliant examples of strategy or tactics on the part of Chinese generals, the share of Tseng Kuei-fan and Li Hung-chang in the military events of the time was administrative rather than executive, while the successes of Sengolinsin, the Mongol cavalry leader, do not show any signs of being due to skilful generalship. An exception must be made of Tso Tung-tang, whose campaign against the Mohammedan rebels under Yakoub Beg should become the classical example of patient but resistless crushing down of opposition. The history of the late Chao Erh-feng's expedition to the Tibetan frontier, to come down to the present century, exhibits him as a tactician of high order; but the paucity of names of those who have so distinguished themselves is conclusive proof of China's weakness in this respect.

In almost every department of China's national life, the influence of the Tai-ping Rebellion is seen in greater or less degree, and the army is no exception. The share taken in the suppression of the rebellion by the "Ever Victorious Army" under Gordon was the most effective demonstration of what Chinese troops could do if properly paid and properly led; Gordon urged Li Hung-chang to make this force the nucleus of a standing army, but the latter, perceiving the dangers to the Empire which such a course might involve, had the perspicacity to decline the tempting proposal, and the Ever Victorious Army was disbanded. The Anhui military enrolled by Li Hung-chang himself in the early days of the rebellion remained, however, and by the irony of fate, it was at one time proposed that they should be used for the very purpose that it was feared, the Ever Victorious Army would be turned to if maintained as a standing army. Among the complications following the Kuldja complication was a scheme, in which the German Minister at Peking was one of the prime movers, to induce Li Hung-chang to march on Peking at the head of these Anhui troops, overthrow the Emperor, and set up a Government of his own. It is perhaps unnecessary to add that this scheme never materialized, Li Hung-chang refusing the bait.

In the fear of war threatening her as the result of her refusal to ratify the Treaty of Livadia (v. Chapter II. *sub* Russia), China turned to Gordon, inviting him to take command of her forces against Russia. Gordon's advice, however, was emphatically for peace, and he refused to give China his assistance in war. At the same time, he drew up a memorandum of the course of army reform he thought most suitable to China's needs; some of the suggestions may appear somewhat quaint at the present day, but the document is of interest as being the first reasoned scheme of Chinese army reform.

"China's power lies in her numbers, in the quick moving of her troops, and in their few wants. It is known that men armed with sword and spear overcome the best regular troops equipped with breech-loading rifles, if the country is at all difficult and if the men with spears and swords outnumber their foe ten to one. If this is the case where men are armed with spears and swords, it will be much truer when these men are themselves armed with breech loaders. China should never engage in pitched battles. Her strength is in quiet movements, in cutting off trains of baggage, and in night attacks not *calculated* home—in a continuous warring of her enemies. Rockets should be used instead of cannon. No artillery should be moved with the troops; it delays and impedes them. Infantry fire is the most fatal fire; guns make a noise far out of proportion to their value in war. If guns are taken into the field, troops cannot march faster than these guns. The degree of speed at which the guns can be carried dictates the speed at which the troops can march. As long as Peking is the centre of the Government of China, Chinese can never go to war with any first-class Power; it is too near the sea."

Nothing, however, came of these recommendations, and nothing was done to provide China with a military organization until the war with Japan gave convincing proof of the need. Up to 1895, China had nothing that could be called a national army, and had refused to have anything to do with the idea—her military forces consisted of the Banner-men (Manchu, Mongol, and Chinese), whose only training consisted in shooting occasionally with the bow and arrow, and the semi-independent provincial troops, which existed principally on paper, while the pay went into the pockets of the officers commanding. In 1895 five divisions of a new national army—the *Yu-wei Chün*—were raised, and, although the majority of the force soon lapsed or were disbanded, the division has written its name large on the face of history, as well as furnishing the nucleus of China's modern army. The troops under the command of Yuan Shih-kai, who remembered the lesson of the Ever Victorious Army, were well fed and well clothed, and regularly paid; hence they were for

some years the only efficient force in China, and on two occasions they held the key to the situation for the whole of the Empire. It was on them that the Emperor Kuang-hsi relied when he launched out on his reforming crusade, and when Yuan threw in his lot with the Empress-Dowager, bringing, of course, his troops with him, the fate of the reformers and of their hopes of a new China were sealed. In 1900 again the Empress-Dowager ordered Yuan to lead his troops to support the attack on the Concessions at Tientsin: to obey or refuse was alike dangerous, so he advanced at the head of his army at the rate of a mile a day—(was the future President suffering in his legs even then?)

Another abortive scheme of army reform was brought forward by Jung-lu, Generalissimo of the Northern Forces, towards the end of 1898. "The armies under the command of Sung-ching and others, that is to say, all the brigaded troops in North China, are to be organized in four corps—front, rear, right, and left—to occupy different strategic points. In addition Jung-lu will raise a centre corps of 10,000 men to be stationed presumably in or about Peking. Four hundred thousand taels has already been appropriated towards the expenses of the new corps. . . . The importance of bringing the other four corps into an efficient state is dwelt upon, and the Edicts are stern in demanding the production of sufficient funds for the purpose. The Viceroy of Chihli is also instructed to closely scrutinize the condition of the Pei-yang drilled troops—formerly Li Hung-chang's army—and bring them into order. They are to be under the orders of Jung-lu, instead of the Viceroy." (*China*, No. 1, 1900, p. 14). An interesting point in connection with the scheme was the share in it of Yin-chang, the future Commander-in-Chief, who assisted in planning the organization of the centre corps. The scheme was, however, abortive, and was swept off the table by the events of 1900; and when the confusion had subsided, it was found that China still possessed no reliable force beyond that under the command of Yuan Shih-kai.

(Continued on Page 6.)

INTIMATIONS

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.,

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

FALCON

PILSENER BEER

A PURE LIGHT GERMAN BEER

FROM THE PILSEN DISTRICT,

POSSESSING ALL THE DELIGHTFUL

CHARACTERISTICS OF SUCH BEERS.

PER 1 DOZ. QUARTS. \$3.00

" " " PINTS. 2.00

(Plus Government Duty for Local Orders.)

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, &c., which has been recognized unequally by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT THE MEDICAL HALL.

HONGKONG.



NOTICES

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed **DAILY PRESS** only, special business notices **THE MANAGER**.
 Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
 Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
 P.O. Box, 55. Telephone No. 18.
 Telegraphic Address: "PRESS."
 Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

METAL IMPORTERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that a MEETING of METAL IMPORTERS will be held at the SECRETARY'S OFFICE, HONGKONG GENERAL CHAMBER OF COMMERCE, GOVERNMENT BUILDING, on MONDAY, 18th May, at 4 p.m., for the following purposes:—
 1. To consider the present state of the Metal Trade in Hongkong.
 2. To consider the advisability of forming an Association of Metal Importers.
 By Order,
 (Sgd.) E. A. M. WILLIAMS.
 Hongkong, 13th May, 1914. [700]

LEE AND COMPANY.

THE CREDITORS of the above-named Firm are required on or before SATURDAY, the 23rd of May, 1914, to send their names and addresses and particulars of their Debts or Claims to the Underigned, the Receiver and Manager of the said Firm.
 J. HENNESSEY SETH,
 Receiver and Manager.
 Hongkong, 13th May, 1914. [699]

G. R. PUBLIC AUCTION.

THE Underigned have received instructions from H.M. NAVAL STORE OFFICER, to Sell by Public Auction,
 On FRIDAY,
 the 15th May, 1914, at 10 A.M., at Kowloon Depot,
 TWO WOODEN COAL LIGHTERS
 each 100 tons, under water portions covered with Hart Metal Sheathing.
 Open for inspection from 14th May.
 To be sold with all faults and errors.
 The Lighters are lying in Kowloon Canal.
 Terms—As usual.
 HUGHES & HOUGH,
 By Appointment Auctioneers to the Admiralty.
 Hongkong, 13th May, 1914. [699]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN,"
 having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
 Cargo impeding the discharge of the Vessel will be landed at Consignees' risk and expense.
 Cargo remaining on board on the 15th inst. at 2 p.m. will be landed at Consignees' risk and expense.
 Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the Underigned.
 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 13th May, 1914. [60]

AUCTIONS

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction,
 On FRIDAY,
 the 15th May, 1914, commencing at 11 A.M., at his Sales Rooms, Duddell Street,
 A SELECTION OF
 PRIME OSTRICH FEATHERS
 (Ranging from 20-28 inches in length).
 On View from TUESDAY, the 12th May, N.B.—The above Sale offers the Public an unique opportunity of purchasing Feathers direct from a South African farm, and are only to be sold at Public Auction owing to ill-health of owner.
 GEO. P. LAMBERT,
 Auctioneer.
 Hongkong, 11th May, 1914. [692]

PUBLIC AUCTION.

THE Underigned has received instructions to Sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),
 On SATURDAY,
 the 16th May, 1914, at 12 Noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
 THE "TUG"
 Length ... 33 ft. 5 in.
 Beam ... 17 ft.
 Moulded Depth ... 9 ft. 3 in.
 Draft ... 5 ft. 6 in. aft.
 Bunkers ... 14 tons.
 Engines—compound surface condensing.
 Cylinders H.P. 134 in. I.P. 24 in. Displacement 170 tons approx.
 Full Particulars may be had from the Underigned.
 On view of Observation Place from 15th May or by arrangement.
 To be sold with all faults and errors.
 Terms—As Usual.
 HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 11th May, 1914. [695]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Buildings, TOMBORROW (THURSDAY), 14th May, 1914, at 11.30 A.M. for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 23rd February, 1914, and electing Directors and Auditors.
 The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.
 By Order of the Board of Directors.
 GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 23rd April, 1914. [611]

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on FRIDAY, 16th May, 1914, at 3 p.m.
 The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 15th May, 1914, both days inclusive.
 By Order of the Board of Directors.
 J. A. WATTE & Co., Ltd.,
 Secretaries and General Managers.
 Hongkong, 30th April, 1914. [679]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Underigned on MONDAY, the 18th May, 1914, at 11.30 A.M. The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th May, both days inclusive.
 By Order of the Board of Directors.
 JARDINE, MATHESON & Co., Ltd.,
 General Agents.
 Hongkong, 30th April, 1914. [644]

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 10, Pedder Street, Victoria, Co., LIMITED, in the Colony of Hongkong, on MONDAY, the 18th day of May, 1914, at 11.45 o'clock in the forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—
 "That Article 84 of the Articles of Association be altered by substituting the words 'Twenty-five' for the words 'Fifteen'.
 Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.
 Dated this 30th day of April, 1914.
 JARDINE, MATHESON & Co., Ltd.,
 General Agents.
 Hongkong, 30th April, 1914. [645]

NOTICE.

MR. AUGUST METZLER, having left our employ by Mutual Consent, CEASES to Sign our Firm per Procuration.
 We have this Day authorized MR. ALBERT NATHANSON, MR. FRANZ WEGMANN and MR. LUDWIG VICTOR LANGSTEIN to Sign our Firm per Procuration.
 ARNOLD, KARBURG & Co.,
 Hongkong and Canton 6th May, 1914. [677]

RADIUM THERAPY.

We can Supply
 RADIUM BROMIDE
 for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.
 A. S. WATSON & Co., Ltd.,
 Representing—
 WERNER BUDENBERG & Co.
 (Shanghai).
 (RADIUM-HEIL-GESELLSCHAFT
 m.b.H., Berlin). [641]

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., Ltd.,
 and
 MESSRS. THE MEDICAL HALL
 to Supply our

SAUBERMANN RADIUM
 EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL PHYSICAL TESTING INSTITUTE at Berlin.
 Clinical literature and further details may be had on application to the above-named Firms.
 WERNER BUDENBERG & Co.,
 Shanghai.
 Sole Agents for Hongkong and China for the
 RADIUM-HEIL-GESELLSCHAFT
 m.b.H., Berlin. [642]

INTIMATIONS

LANE, CRAWFORD & Co.

GENTLEMEN'S SHIRTS

THE FABRIC
 is Best Zephyr, light in weight, strong in texture.

THE DESIGNS
 are the newest effects in Shirtings and Comprise a variety of Neat Stripes in all colours. The Dye is the best obtainable.

THE FINISH
 is the best while the shape is fully fashioned by expert London Shirtmakers.

THE PRICE:
 WITH STIFF CUFFS ... \$3.00 and \$4.00
 OR
 SOFT DOUBLE CUFFS ... \$4.00

THE "CRAWFORD" DOUBLE COLLARS

IN 1½, 1¾, 2, 2½ INCHES DEEP.

ALL SIZES \$4.50 PER DOZ.

LANE, CRAWFORD & CO.



SIEMSEN & CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa.

THE NAME REMINGTON STANDS FOR

The Longest History.
 The Widest Experience.
 The Greatest Manufacturing Resources.
 The Most Complete and Comprehensive Production.
 The Largest Selling Organization of any concern in the Typewriter Business.
 From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST AND ALWAYS.
 Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.
 Teak and Hardwood supplied Machine Sawn to any Dimensions.
 Floorings—Sizes to Order.
 Philippine Hardwood Wharf Piles in lengths up to 60 feet.
 The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Philippine Hardwoods suitable for constructional purposes.
 Prices and Samples on application.
 Hongkong, 2nd May, 1914. [652]



HAVE YOU USED KAMINIA OIL?

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the hair cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.
 A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAY, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—
 KAMINIA PERFUMERY COMPANY,
 Bombay, India. [667]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Importers, Fig. Iron and Foundry Goods, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road.

Telephone No. 400.
 Hongkong, 2nd December, 1913. [1359]

ENTERTAINMENTS

THERE'S ONLY ONE

THE HIPPODROME CIRCUS AND MENAGERIE.

ACKNOWLEDGED THE BARNUM OF THE EAST.

MATINEE! MATINEE!!

TODAY AT 4 P.M. SHARP.

Children Half Price to Matinee only.

TO-NIGHT! TO-NIGHT!!

AND EVERY EVENING AT 9.15 P.M. SHARP.

LOCATION: CAUSEWAY BAY.

IN OUR SPECIALLY ERECTED MAT SHEDS.

BOX PLAN AT ROBINSON PIANO CO., LTD.

For full particulars see Pictorial and Handbills.

Special late Trains after every Performance.

Hongkong, 13th May, 1914. COL. BOB LOVE, Touring Manager. [660]

INTIMATIONS

NOTICE.

ROYAL HONGKONG GOLF CLUB ANNUAL GENERAL MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the HONGKONG GOLF CLUB will be held at the Club House at HAPPY VALLEY, on MONDAY, the 18th day of May, 1914, at 3.30 o'clock in the afternoon, for the purpose of receiving the Report and Statement of Accounts for the Year ended 31st December, 1913.
 By Order,
 K. M. CUMMING,
 Hon. Secretary. [684]

Hongkong, 9th May, 1914.

SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock P.M.
 Objects of the Meeting:—
 To authorize an issue of 2,000 New Preference Shares of \$50 each in place of an issue of 3,300 New Preference Shares of \$50 each previously notified.
 By Order,
 LOWE, BINGHAM & MATTHEWS,
 Local Secretaries.
 Hongkong, 1st May, 1914. [686]

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION.

NOTICE IS HEREBY GIVEN that a MATRICULATION EXAMINATION will be held on the following dates:—
 JULY 13th—18th, 1914.
 Candidates must send in their names to the Registrar, with the fee, not later than one month before the date of the Examination.
 Examination Fee \$10.00 (Hongkong Currency).
 Forms of Entry and all particulars may be obtained on application to—
 THE REGISTRAR,
 The University of Hongkong.
 Hongkong, 11th May, 1914. [689]

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNOLD, KARBURG & Co.,
 General Agents.

WE HAVE This Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TUI" has arrived with a well assorted Cargo of about 1½ Million sup. ft. of

OREGON PINE,

Planks, Timber, Floorings and Spars.

Prices will be quoted on application.

All Correspondence please address to—

THE CHINA IMPORT AND EXPORT LUMBER CO., Ltd.,

Letter Box No. 420. Telephone No. 1710.

Hongkong, 14th April, 1914. [650]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Boxes and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 388G, at \$6.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [7559]

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building).
 Dealers in

POSTAGE STAMPS, PICTORIAL POST-CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [503]

TO LET

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
 SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.
 WINDSOR LODGE, Kimberley Road, Kowloon, 6 ROOMS and Tennis Court.
 No. 3, MINDEN VILLAS.
 FLATS in Nathan Road and Humphreys Buildings.
 Apply to—
 HUMPHREYS ESTATE & FINANCIAL Co., Ltd.,
 Alexandra Buildings.
 Hongkong, 13th May, 1914. [695]

TO LET.

From 1st July, 1914.

IN CANTON on SHAMEN LOT 55, The premises now in the occupation of the Bank of Taiwan, Ltd.
 Apply to—
 DAVID SASSOON & Co., Ltd.,
 Hongkong.
 Hongkong, 7th May, 1914. [678]

TO LET.

ON 1st July, No. 3, SEYMOUR TERRACE, Good View of Harbour. Robinson Road Level.
 Apply to—
 G. A. WOODCOCK,
 Magistrate.
 Hongkong, 6th May, 1914. [676]

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floors, No. 14, Des Voeux Road Central, the Premises now occupied by the South China Morning Post, Limited.
 Can be divided up to suit Tenants' requirements.
 Possession, 1st May, 1914.

"WILD DEER" FLATS, Wanchai Road, No. 4, Mosque Junction.

"THE NEUK," Five-Roomed Bungalow, No. 84, Garden and Tennis.

"HOMESTEAD," No. 45, PEAK. Immediate possession.

Apply to—
 SANG KEE,
 Care of COMRADE DEPARTMENT HONGKONG AND SHANGHAI BANKING CORPORATION.
 Hongkong, 28th March, 1914. [477]

TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to—
 STEPHENS & WILLSON,
 Hongkong, 11th December, 1913. [67]

TO LET.

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—
 S. J. DAVID & Co.,
 Prince's Buildings.
 Hongkong, 7th February, 1914. [284]

TO LET.

OFFICES in Hotel Mansions, from 1st May next.

Apply to—
 HENRY HUMPHREYS,
 Alexandra Buildings.
 Hongkong, 10th April, 1914. [642]

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

To Let till 31st October, 1914, No. 64, TAN PEAK, SEVEN ROOMS and Drying Room, Furnished, including Electric Fans and Telephone.

No. 12, BEACONFIELD ARCADE, Shop No. 5, MOUNTAIN VIEW, Newly painted and colour washed. From 1st April, 1914.

No. 7, MOUNTAIN VIEW.

No. 19, STEWART TERRACE, PEAK.

No. 8, CAMERON VILLAS, No. 59, PEAK. To Let, Furnished, for one year, from 1st May, 1914.

"BOGATE," Austin Road, Kowloon; Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road, 5 ROOMS, close to Tram Station.

Apply to—
 LINSTED & DAVIS,
 8th Floor, Alexandra Buildings.
 Hongkong, 16th April, 1914. [65]

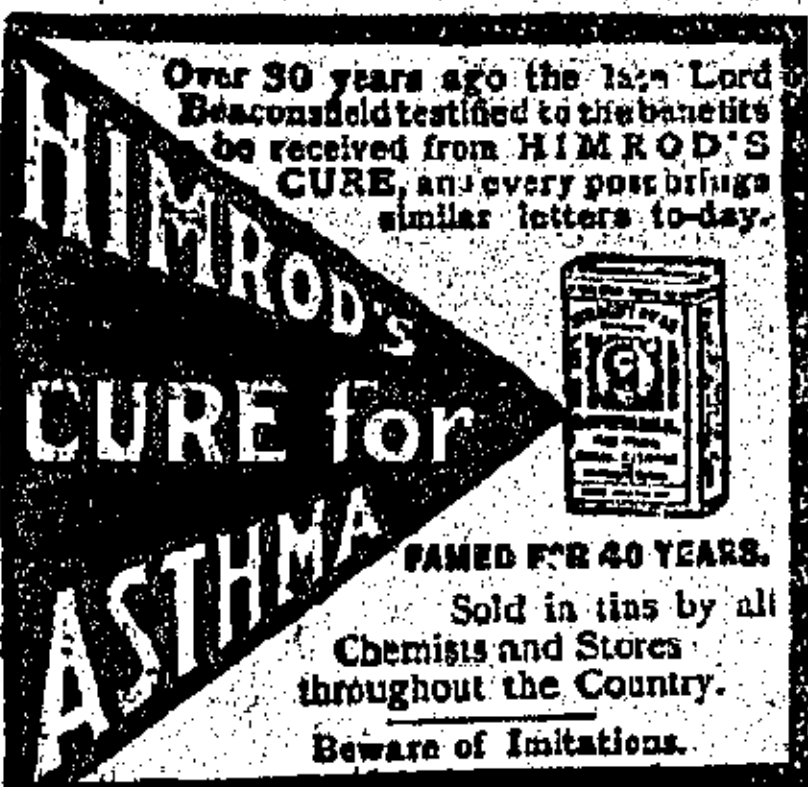


NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



-it must be Bovril

Proved by independent scientific investigation to have a Body-Building Power of 10 to 20 times the amount taken



"Oh! I say! It's Good!"
Cooling, refreshing and 'snappy'
"Montserrat" LIME JUICE
is the ideal Summer beverage.
Large supplies have lately been shipped from London.

THE NEW FRENCH REMEDY
THERAPION No. 1
CURE FOR RHEUMATISM, GOUT, NEURALGIA, MIGRAINE, SCIATICA, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 2
CURE FOR BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
THERAPION No. 3
CURE FOR BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.
BOTTLES 1/6, 2/6, 4/6, 8/6, 12/6, 18/6, 24/6, 30/6, 36/6, 42/6, 48/6, 54/6, 60/6, 66/6, 72/6, 78/6, 84/6, 90/6, 96/6, 102/6, 108/6, 114/6, 120/6, 126/6, 132/6, 138/6, 144/6, 150/6, 156/6, 162/6, 168/6, 174/6, 180/6, 186/6, 192/6, 198/6, 204/6, 210/6, 216/6, 222/6, 228/6, 234/6, 240/6, 246/6, 252/6, 258/6, 264/6, 270/6, 276/6, 282/6, 288/6, 294/6, 300/6, 306/6, 312/6, 318/6, 324/6, 330/6, 336/6, 342/6, 348/6, 354/6, 360/6, 366/6, 372/6, 378/6, 384/6, 390/6, 396/6, 402/6, 408/6, 414/6, 420/6, 426/6, 432/6, 438/6, 444/6, 450/6, 456/6, 462/6, 468/6, 474/6, 480/6, 486/6, 492/6, 498/6, 504/6, 510/6, 516/6, 522/6, 528/6, 534/6, 540/6, 546/6, 552/6, 558/6, 564/6, 570/6, 576/6, 582/6, 588/6, 594/6, 600/6, 606/6, 612/6, 618/6, 624/6, 630/6, 636/6, 642/6, 648/6, 654/6, 660/6, 666/6, 672/6, 678/6, 684/6, 690/6, 696/6, 702/6, 708/6, 714/6, 720/6, 726/6, 732/6, 738/6, 744/6, 750/6, 756/6, 762/6, 768/6, 774/6, 780/6, 786/6, 792/6, 798/6, 804/6, 810/6, 816/6, 822/6, 828/6, 834/6, 840/6, 846/6, 852/6, 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3126/6, 3132/6, 3138/6, 3144/6, 3150/6, 3156/6, 3162/6, 3168/6, 3174/6, 3180/6, 3186/6, 3192/6, 3198/6, 3204/6, 3210/6, 3216/6, 3222/6, 3228/6, 3234/6, 3240/6, 3246/6, 3252/6, 3258/6, 3264/6, 3270/6, 3276/6, 3282/6, 3288/6, 3294/6, 3300/6, 3306/6, 3312/6, 3318/6, 3324/6, 3330/6, 3336/6, 3342/6, 3348/6, 3354/6, 3360/6, 3366/6, 3372/6, 3378/6, 3384/6, 3390/6, 3396/6, 3402/6, 3408/6, 3414/6, 3420/6, 3426/6, 3432/6, 3438/6, 3444/6, 3450/6, 3456/6, 3462/6, 3468/6, 3474/6, 3480/6, 3486/6, 3492/6, 3498/6, 3504/6, 3510/6, 3516/6, 3522/6, 3528/6, 3534/6, 3540/6, 3546/6, 3552/6, 3558/6, 3564/6, 3570/6, 3576/6, 3582/6, 3588/6, 3594/6, 3600/6, 3606/6, 3612/6, 3618/6, 3624/6, 3630/6, 3636/6, 3642/6, 3648/6, 3654/6, 3660/6, 3666/6, 3672/6, 3678/6, 3684/6, 3690/6, 3696/6, 3702/6, 3708/6, 3714/6, 3720/6, 3726/6, 3732/6, 3738/6, 3744/6, 3750/6, 3756/6, 3762/6, 3768/6, 3774/6, 3780/6, 3786/6, 3792/6, 3798/6, 3804/6, 3810/6, 3816/6, 3822/6, 3828/6, 3834/6, 3840/6, 3846/6, 3852/6, 3858/6, 3864/6, 3870/6, 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8376/6, 8382/6, 8388/6, 8394/6, 8400/6, 8406/6, 8412/6, 8418/6, 8424/6, 8430/6, 8436/6, 8442/6, 8448/6, 8454/6, 8460/6, 8466/6, 8472/6, 8478/6, 8484/6, 8490/6, 8496/6, 8502/6, 8508/6, 8514/6, 8520/6, 8526/6, 8532/6, 8538/6, 8544/6, 8550/6, 8556/6, 8562/6, 8568/6, 8574/6, 8580/6, 8586/6, 8592/6, 8598/6, 8604/6, 8610/6, 8616/6, 8622/6, 8628/6, 8634/6, 8640/6, 8646/6, 8652/6, 8658/6, 8664/6, 8670/6, 8676/6, 8682/6, 8688/6, 8694/6, 8700/6, 8706/6, 8712/6, 8718/6, 8724/6, 8730/6, 8736/6, 8742/6, 8748/6, 8754/6, 8760/6, 8766/6, 8772/6, 8778/6, 8784/6, 8790/6, 8796/6, 8802/6

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI".
FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 6th May, 1914. [690]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"INDIA".
Arrived Hongkong on 5th May, 1914.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed at the risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malaja".
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOWLING, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within 10 days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

B. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1914. [1]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "CHIYO MARU."

FROM SAN FRANCISCO VIA HONOLULU,
JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on the 11th inst., at noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 16th inst. will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 16th inst., at 10 A.M.

All Claims must be filed on or before 25th inst., otherwise they will not be recognised.

S. MORIMOTO,
Agent.

Hongkong, 9th May, 1914. [694]

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KATHLAMBA".
Captain C. G. Smith, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 18th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 10th May, 1914. [696]

NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"TORILLA".
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 11th May, 1914. [60]

NERVOUS DISORDERS THROUGH HEAT.

During the prevailing hot weather the whole nervous system is depressed and all the body's functions work with diminished force. This is why people feel unable to do as much as usual, and get fatigued so easily.

Since all actions of the body, mental and physical, depend on the nervous system, it is obvious that it must be restored to its normal efficiency and kept there if the individual is to enjoy his usual health and capacity for work.

For this purpose, a reconstituent food is essential.

What the best reconstituent is is distinctly stated by a physician who writes in *The Indian Medical Gazette*:

"For residents in tropical climates, suffering from general debility, the best and most readily assimilated food is a combination of casein with glycerophosphates. This cannot be prescribed as an ordinary mixture, pill or powder, for some years past I have used the preparation known as Sanatogen, which is composed of pure casein and glycerophosphate of sodium. I have every reason to be satisfied with the results obtained."

THE VIEWS OF TWENTY THOUSAND DOCTORS.

This is only one of more than twenty thousand written statements by physicians. Many of them have extolled the value of Sanatogen in the leading medical journals of the world. Numbers of famous men and women who have derived great benefit from Sanatogen have echoed their statements.

Sir Gilbert Parker, the distinguished M.P. and Novelist, writes:

"I have used Sanatogen with extraordinary benefit. It is to my mind a true tonic food, feeding the nerves, increasing the energy, and giving vigour to the overworked body and mind. It has rendered splendid service to my health and physical well-being."

While this must convince all English residents in China who know Sir Gilbert Parker's great reputation, the following statements by two of His Majesty's Judges who live in India, where the climatic conditions are more onerous than here, must carry perfect conviction.

STATEMENTS OF HIS MAJESTY'S JUDGES.

The Hon. Mr. Justice Robertson, Judge of the Chief Court, Lahore, writes: "My experience with Sanatogen has been very favourable. I took it for some weeks during the most trying season of the year."

Even stronger is the Hon. Mr. Justice Kenington's experience regarding Sanatogen's tonic and revivifying powers and its digestive value. The Hon. Mr. Justice Kenington writes: "I have much pleasure in stating that I have tried Sanatogen in the great heat of Lahore, where it is especially trying, and am absolutely satisfied with it."

Mr. Kenington has also taken it, and we have both found it a wonderful reviver and tonic. It is also the best cure for digestive troubles that I have come across."

Sanatogen overcomes nervous and physical lassitude, depleted energy, and the other mental and physical conditions due to the season, and gives a sensation of well-being and vitality which is as refreshing as it is stimulating.

If you wish to know more about Sanatogen, write mentioning this paper, to A. WILKING & Co., 6, Kiukiang Road, Shanghai, who will be pleased to forward you a valuable booklet entitled "The Art of Living," gratis and post free.

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

[111-S. 624]

PASSENGERS.

ARRIVED.

Per *Japan*, from Calcutta, etc., Miss E. D. Anderson, Mr. and Mrs. Eaton, Mr. and Mrs. W. J. Davies, Lieut.-Col. and Mrs. Rodney Anderson, Rev. J. W. Robinson, Mr. S. G. M. Smith, Mr. C. A. Congdon, Mr. J. L. Alabaster, Mr. W. A. Dyche and Mr. V. Kassakosky.

EXPECTED.

Per *Miyazaki Maru*, from London on April 11th—Mr. and Mrs. G. Walford, Miss Walford, Miss Mansell, Mrs. A. R. Paget, Mr. M. Hattis, Miss R. Parker, Mr. S. Ogawa, Mr. Y. Miyakoshi, Mr. S. Sakurai, Mr. J. Yamashita and Mr. R. Kawanabe.

LATEST STEAMER MOVEMENTS.

The *Silk* shipped from Hongkong by R.M.S. *Empress of Asia* on the 10th May, reached New York on the 10th May.

The C.P.R. str. *Empress of India* wireless 865 miles from Yokohama on the 12th May, at 2 a.m., and is due to arrive at Yokohama on the 14th May, at noon, and will leave Yokohama on the 14th May, at 5 p.m.

The H.A.L. str. *Arabia* left Tsingtau on the 12th May, a.m., and may be expected here on or about the 16th May.

PASSED THE CANAL.

April 14th—*Denbighshire*, Nile, Ping Sney, Sambia Africa.

April 17th—*E. F. Ferdinand*.

April 21st—*Bentley*, Keem, Meam, Nanghelo, Indragoo.

April 24th—*Benlomond*, Miyasaka Maru, Polynesia, Prinz Ludwig.

April 25th—*Ambrisa*, Beavenue, Den of Airline, Sengambin.

May 1st—*Den of Ogil*, Malta, Segovia, Phenix, Rheus.

May 5th—*Benclach*, Ceylon, Idomenus, Kowang Str. Scandia, Africa, Siam, Gottingen, Tokushima Maru.

May 8th—*Goben*, Kamo Maru, Kitano Maru, Nera, Pelus, Sachsen, Titan, Valentin, York, Patricia, Baron Jaltburg.

PRINTING.

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The difference in cost between good and bad printing and material is generally well known.

THE "HONGKONG DAILY PRESS."

PRINTING WORKS

Turn out the Best Printing at Reasonable Prices.

ACTIONS AND REACTIONS IN CHINA.

(Continued from Page 5.)

Army reorganization was, as has already been mentioned, ordered by a Decree issued in 1901, but little was done in this direction save in Chihli, where Yuan Shih-kai, now Viceroy of the Metropolitan Province, added to and developed his army, and by 1906 had completed the organization of six divisions.

At the end of that year, four of these divisions were transferred to the control of the Board of War, and so constituted the first military force directly under the control of the Central Government, and at the same time a scheme for developing the army on a national scale was promulgated.

According to this scheme, 36 divisions of the *ku-chun*, as the Imperial or national forces are called in contradistinction to the *hsiang-fang*, or provincial or auxiliary forces, were to be raised for the whole of the Empire, and the army, which would embrace all branches of the service, with active, first reserve, and second reserve forces, would when complete consist of 1,200,000 men.

Ten years was originally allotted as the period during which this force was to be completed, but the next year the Imperial sanction was given to an accelerated programme, according to which the 36 divisions were all to be in full working order by 1912. The Revolution occurring at the end of 1911 interrupted the fulfilment of these plans, but the progress that had been made by then showed that China would not be able to carry out the scheme in its entirety, at all events by the due date.

At the end of August, 1911, China's army consisted of 15 divisions and 16 brigades (or, say, 23 divisions), and many of these were far below full strength, the total of officers and men, excluding the *hsiang-fang* troops, being only 517,796.

It was soon seen that the fears of Li Hung-chang and his confederates as to the peril to China that a standing army would imply were fully justified, in spite of precautions taken, as in Turkestan, where, to prevent the new army being used for anti-dynastic purposes, it was made a rule that there should be two Manchurians or Chinese soldiers to every Mohammedan native. The creation of a standing army in China was as directly a cause of the subversion of the dynasty as the introduction of firearms in Europe was the cause of the dissolution of the feudal system, and in the same way. Agitators soon realized that they had only to gain the army to have the command of the whole political situation; the majority of the officers were educated in Japan, where circumstances were all in favour of their absorbing revolutionary ideas and aspirations, and it speedily became apparent that the entire structure was tottering on a base of sand.

It may be suggested also that another way in which the creation of a modern army contributed towards the overthrow of the old order lay in the contrast between these new soldiers and the Bannermen; it is easy to imagine that the former would compare their conditions of service and their efficiency with those of the Manchus, and this could only result in increasing their jealousy of the favoured class and stirring up the desire to try issues with them.

When once the Revolution broke out, it inevitably took a military course, with the significant feature that whole divisions of the *ku-chun* turned revolutionaries *en masse*, and it was found that the very force that was raised to protect the Empire was proving the most potent agency to its undoing. The final blow was struck when the northern generals declared for the Republic: what the diplomacy of Wu Ting-fang and the twistings of Tang Shao-yi were powerless to effect was brought about instantly by the declaration of Tuan Chih-chiang, Kuntai, and their colleagues: "We fearlessly request the issue of a gracious Edict announcing to all the world the immediate formation of a republican system of government, with the present Cabinet and Ministers of State acting *ad interim* as representatives of the Government, responsible for the treaties, the foreign debts, and all international questions at present outstanding. Then a National Assembly should again be summoned and a Central Republican Government formed, thus making a sweeping reform affecting native and foreigner alike, in the hope of securing speedily the welfare of the people and restoring order in the State."

It might be feared that after the establishment of the Republic, the army would expect to play a large part in political matters. This, however, has not happened in China, due to lack of experience of *en masse* in her army, which prevents it acting as a whole for the ends of itself as a whole, and also to her straitened financial condition, which made it necessary for the troops to cast about for funds and supplies, and made that occupation more profitable than politics to them. Signs of chauvinism did make their appearance when the Mongolian revolution took place—there was a movement in the southern army in favour of marching north to repress the unruly and insubordinate Mongols, or else to take reprisals on Russia, and a *Pei-ja Chin* (Northern Expeditionary Force) was organized to that end—but the greatest danger in connection with the army does not lie in that direction. The problem that has given the Government far more trouble is the reduction to proper limits of its numbers, vastly inflated during the Revolution, when any coolie who could hold a rifle or an automatic pistol became a soldier, and disbanded and disarming the irregular troops that scour the country and live on the respect, are the subject of recent, and it may unfortunately be added, of present experience, and scarcely call for close examination. The first and most urgent task of the Republic in connection with the army is the recovery of control over it, which involves either the incorporation or the suppression of the various bands of irregular soldiery, ranging from Chang Hsin's "redoubtable" command, the bandits of the "White Wolf" gang, the sufferings of Nanking at the hands of the nominally Government troops of Chang Hsin last summer (1913) is a convincing proof of the urgency of this problem; a cogent danger is that of the numbers of armed rangers that swarm in the land. Their genesis, and their connection with the army, is described in the report of the Captain Superintendent of Police appearing in the *Shanghai Municipal Gazette* of January 16th, 1914:

"During the disturbances of the past summer a corps known as the 'Dare to Die' consisting of some 800 men came somewhat prominently before the notice of the public. About 500 of this number belonged to the unemployed lower class and the entire corps bore a name which was not to be envied. In addition to the ordinary equipment of a soldier a number of the corps possessed automatic pistols with the necessary ammunition. Just before the surrender of the Woosung Forts through the attacking lines, and of 250 of the latter with their leader, located themselves at the Fuhai village, where an arrangement was come to as a result of which the entire corps disappeared. There is reason to believe that the majority of 250 were disbanded, but how thoroughly this work was done is not known. The remaining 550 are unaccounted for. That all these men, with many others similarly disbanded or scattered with their arms and ammunition, have adopted peaceful and honest means of livelihood is not to be expected, so that there is to be found amongst these people the nucleus of a fine corps of robbers."

Though the task of regaining—or gaining—full control of all the military forces within her borders will undoubtedly demand the utmost energies of the Republic, there is no reason to anticipate that, given plenty of time and a sufficiency of funds, she will not succeed in the long run. Her mode of procedure at times undoubtedly merits the description of "typical Chinese," and the plan of paying the bodies of undesirable soldiers to induce them to disband, and so apparently putting a premium on the formation of these lawless commandoes, would scarcely commend itself to Western administrators, but none the less the Republican Government can point to a steady reduction in the number of these irregular troops, and with an ever-increasing proportion of the military forces directly under the control of Peking, the logical conclusion is that the reduction of the non-subservients will proceed at an ever-increasing rate.

There remains the question of the future of China's army, and this opens up a wide field for speculation. Those who have held fast to the "Yellow Peril" bacillus talk of the army of 500,000 men that China is to raise by universal conscription, when the world will lie at her feet. These extravagant prophecies have been exploded so often that they are now scarcely worthy of attention; the whole of China's past history demonstrates her essentially pacific character and the improbability of her ever falling a victim to exaggerated militarism, and in any case (supposing of thought to take place) the maintenance of such an army would be so expensive that whatever China's wishes were, it would be impossible. There have, it is true, been rumours of the adoption of some form of universal service—at the end of 1913 Tuan Chih-chiang, the Minister of War, drew up a scheme under which every citizen over 20 years of age should serve in the army or navy, no matter whether he were Chinese, Manchurian, Mongolian, or Tibetan (1)—but all the indications go to show that such a course would be contrary to all China's national characteristics, and it is not going too far to say that nothing but the most aggressive would lead her to follow such a course. An army of a definite minimum strength China must have to police her domains and to safeguard her land frontiers, the more so as among her immediate neighbours are peoples who have but recently thrown off her yoke, but whether this fixed minimum is to be exceeded to a greater or less extent must depend directly on the foreign policy adopted by her Government.

A REMEDY FOR PLAGUE?

The *Rangoon Times* says:—Despite the utmost medical skill in dealing with bubonic plague the mortality throughout the Indian Empire continues to be enormously high. Considerably more than 8,000,000 of people have died of plague in India during the last seventeen years, and most of these deaths are in excess of the normal mortality of the Empire. Moreover, since plague emerged from the uplands of a province in the far interior of China, it has spread to every continent. An effective remedy for the disease is still to seek, though a prophylactic has been devised which confers a moderate degree of immunity. There is one medical man in Rangoon who has been remarkably successful in his treatment of plague cases, and his statements are our justification for recalling attention to the subject. While English investigators began the study of plague in real earnest they said they must find out its cause before they sought for cure. No one then knew how plague arose or how the infection was disseminated. In some mysterious fashion it was communicated to man from rats, but what was the intermediary between rat and man and between rat and man? It is said that plague is solely due to a thirsty flea. Fleas are like Mr. Wells' Martians, and require warm blood for their sustenance. When they suck infected blood into their stomachs the plague germs multiply enormously within them; but upon dissection the germs were never found anywhere save in the stomach and rectum. When, therefore, the flea became thirsty again and inserted its mandibles once more into rat or man, how did it infect its new host? That was the puzzle which has baffled the Indian Plague Research Commission and many other scientific workers all over the world for nearly a decade.

We are glad to be able to say that the appalling loss of life by this cause may soon be averted, for the problem has been solved according to the latest reports, by Mr. A. W. Bacot, Entomologist to the Lister Institute, and Dr. C. J. Martin, F.R.S., Director of the Institute, who, with an advisory committee, of which he is a member, has exercised general control over the work of the Commission. Many men study insects, but Mr. Bacot breeds them. For a long time he and Dr. Martin studied at the Lister Institute the mechanism of the transmission of plague by fleas. At length they noticed, with some surprise, that though certain plague-infected fleas sucked vigorously at the shaved abdomen of rats, no blood entered their stomachs. That discovery led to the solution of the mystery. This is indeed good news, and will be generally welcomed throughout Burma. Careful investigation has proved that when plague germs enter the stomach of a flea they soon form solid jellylike masses of bacterial culture. A flea, like many other insects, has at the opening of its stomach a wonderfully contrived chamber called the proventriculus, a sort of valve covered with moth-like cilia, which closes during the process of digestion. What happens is that the jelly-like lumps of germs drift forward from the stomach into this chamber and fill it up completely. The valve is choked, and no food can pass into the stomach. The wretched flea gets thirsty and tries in vain to satisfy its cravings. It sucks and sucks, but only succeeds in distending its gullet with blood for the way to the stomach is blocked. The flea's frantic efforts drive some of the plague germs forward from the valve chamber into the gullet. When it relaxes, some of the blood it has sucked surges back by recoil from its gullet into the puncture made in the man or the rat; but the blood has become infected, and on its return carries plague germs with it. Such is the simple explanation of the process which has perplexed experts for so long; but it has required a vast amount of minute investigation to prove it beyond doubt.

SHIPPING IN PORT.

AKI MARU, Japanese str., 4,000, J. Koma, 10th May—Shanghai 7th May, General—Nippon Yusen Kaisha.
ASHU, British str., 1,350, J. B. Harris, 10th May—Shanghai 7th May, General—Butterfield & Swire.
BELLEFLORE, British str., 3,744, J. A. Bobb, 8th May—Seattle 15th April, General—Butterfield & Swire.
BULLWORTH, British str., 2,607, Hill, 3rd May—Shanghai 30th April, Ballast—Asiatic Petroleum Co.
CHIVO MARU, Japanese str., 7,250, W. W. Greaves, 9th May—San Francisco 11th April, General—Toyo Kisen Kaisha.
EMPEROR OF RUSSIA, British str., 3,780, W. Davison, 8th May—Vancouver 16th April, General—Canadian Pacific Railway Co.
GEMINI, British str., 1,368, E. Jones, 6th May—Bangkok 1st May, Rice—A. Bunn & Co.
HAKATA MARU, Japanese str., 3,870, H. Nomura, 10th May—Calcutta 20th April, General—Nippon Yusen Kaisha.
HVALVAD, Norwegian str., 1,008, C. Beck, 2nd May—Saigon 28th April, Rice—Java-China-Japan Lijn.
HEIYO MARU, Japanese str., 2,358, S. Okutani, 5th May—Kobe 23rd April, Rice and Meal—Order.
HONGKONG, French str., 739, Marguerite, 9th May—Hohow 8th May, General—A. R. Marry.
HSINGCHANG, Chinese str., 1,092, D. D. Ross, 6th May—Chefoo 1st May, General—Chinese.
LIXON, British str., 6,523, Reepenhansen, 8th May—Manila 4th May, General—Butterfield & Swire.
KAIPOUN, British str., 997, H. Mathias, 9th May—Haiphong 7th May, General—Butterfield & Swire.
KOUR MARU, Japanese str., 2,836, O. A. Cowin, 9th May—Mikie 3rd May, Coal—Mitsui Bussan Kaisha.
LOOKSUN, German str., 1,012, Gerlich, 10th May—Hohow 8th May, Rice—Butterfield & Swire.
LIVEMOON, German str., 1,233, Abatagen, 8th May—Saigon 4th May, Rice—Chinese.
PARLAT, German str., 1,018, Wenzel, 7th May—Bangkok and Swatow 6th May, Rice—Butterfield & Swire.
MINNEOTA, American str., 2,078, J. M. Garlick, 1st May—Seattle 28th March, General—Nippon Yusen Kaisha.
PHRA MARU, British str., Scott, 6th May—Karata 1st May, Coal—A. Bunn & Co.
PRIVA, British str., 2,129, Patrick, 8th May—Pulo Sambo 2nd May, Oil—Asiatic Petroleum Co.
RAJAH, German str., 1,275, Rosiefaky, 11th May—Bandakan 5th May, Timber—Butterfield & Swire.
SIBERIA, American str., 5,655, A. Zeeder, 6th May—San Francisco 7th April, Mail and General—Pacific Mail S.S. Co.
SISIMAN, British str., 1,345, Hutchison, 27th April—Manila 23rd April, Ballast—A. Bunn & Co.
SOCHI MARU, Japanese str., 1,119, K. Hattori, 8th May—Swatow 7th May, General—Osaka Shosen Kaisha.
TACOMA MARU, Japanese str., 3,330, T. Hamada, 7th May—Manila 4th May, General—Osaka Shosen Kaisha.
TAKSANG, British str., 687, W. McClure, 10th May—Swatow 8th May, General—Jardine, Matheson & Co.
TAMON MARU No. 12, Japanese str., 2,542, Nomura, 30th April—Moji 24th April, Coal—Mitsui Bishi Coshi Kaisha.
TELEMOCHUS, British str., 1,350, A. Fraser, 9th May—Saigon 5th May, Rice—Chinese.
TINKIN, Dutch str., 4,737, W. H. Iap, 9th May—Macassar 1st May, General—Java-China-Japan Lijn.
TILWONG, Dutch str., 2,016, J. P. Scholten, 10th May—Mikie 4th May, Beans—Java-China-Japan Lijn.
VANG, Norwegian str., 873, J. Jensen, 10th May—Bangkok 2nd May, Rice—Chinese.
WINGATO, British str., 1,215, J. H. Lishman, 11th May—Swatow 10th May, General—Jardine, Matheson & Co.

WEATHER REPORT.

On the 12th at 12:05 p.m.—Depressions have been central Japan and Kiangling. Pressure has increased slightly. Wind is from the N.W. and the S.W. 15 to 20 m.p.h. in the neighbourhood of the Route. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 1.56 inches. The forecast for the 24 hours ending at noon to-day is as follows:—

District.	Forecast.
Hongkong & Neighbourhood	(S.E. winds, moderate, overcast, rainy.)
Formosa Channel	(South winds, moderate to fresh.)
South coast of China between Hongkong and Lamook	(The same as No. 1.)
South coast of China between Hongkong and Hainan	(The same as No. 1.)

CHINA COAST METEOROLOGICAL REGISTER.

12TH MAY, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vladivostok	7 a.	29.73	44	—	NNW	1	1
Nomura	6 a.	29.83	—	—	—	—	—
Hakodate	—	29.79	—	—	SEB	1	1
Tokio	—	29.67	—	—	NW	1	1
Kobe	—	29.70	—	—	SW	1	1
Nagasaki	—	29.86	—	—	SEB	1	1
Kagoshima	—	29.88	—	—	NNW	1	1
Oshima	—	29.91	—	—	NW	1	1
Naha	—	29.95	—	—	SW	1	1
Ishigaki	—	29.91	—	—	NW	1	1
Bonin Is.	—	30.02	—	—	S	1	1
Chefoo	—	—	—	—	—	—	—
Wakhaiwei	—	29.82	61	60	S	4	4
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Chungking	—	—	—	—	—	—	—
Shanghai	—	29.87	58	—	SE	1	1
Guatwat	—	19.69	53	—	SE	3	3
Sharp Peak	7 a.	29.52	71	—	—	—	—
Amoy	5 a.	28.73	73	90	S	0	2
Swatow	—	29.53	73	86	E	1	1
Taihook	5 a.	29.91	—	—	S	0	0
Taichu	—	29.92	—	—	S	1	1
Tainan	—	29.92	—	—	E	0	2
Koshun	—	29.91	—	—	E	0	2
Pescadores	—	29.89	—	—	NE	1	1
Canton	5 a.	29.82	75	95	SE	2	2
Hongkong	—	29.92	78	89	SE	3	3
Gap Rock	—	29.81	—	—	SSW	4	4
Macao	—	29.80	78	—	SE	3	3
Wuchow	9 a.	29.83	78	90	E	3	3
Holhow	—	—	—	—	E	3	3
Eskhol	—	—	—	—	—	—	—
Haidan	6 a.	29.72	79	—	SSW	4	4
Toussan	—	29.78	82	—	NW	2	2
Cape St. James	—	29.62	81	—	SEB	1	1
Aperri	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Legassy	—	—	—	—	—	—	—
Iloilo	9 a.	29.91	86	—	NE	2	2
Bacolod	—	—	—	—	—	—	—
Cebu	—	29.89	85	—	E	2	2

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK

S.S. "CHALISTER" On or about 16th May

For Freight and further information, apply to

DODWELL & Co., Ltd.

Hongkong, 15th April, 1914. [657]

GLEN LINE (McGREGOR, GOW & CO., LTD.)

FOR LONDON, HULL AND ANTWERP.

The Steamship

"GLENHORN" (Capt. W. L. Hartnell)

will be despatched for the above Ports on or about the Middle of May.

Saloon Passage, Hongkong to London £40.

For freight or passage, apply to

SHEWAN TOMES & Co., Agents.

Hongkong, 23rd April, 1914. [602]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

TROUGH BILLS OF LADING ISSUED FOR

BARBIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

The Steamship

"INDIA"

Captain C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 23rd May, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MORONA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay in the s.s. "INDIA", due in London on the 4th July, 1914.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 11th May, 1914. [1]

AMERICAN AND MANCHURIAN LINE (ELDERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

THE Steamship

"KIOTO"

Captain Smith, will be despatched from Hongkong on the 25th May, for

BOSTON AND NEW YORK

(With liberty to call at the Malacca Coast). For freight and further particulars, apply to

THE BANK LINE, LTD., Agents.

Hongkong, 29th April, 1914. [627]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TO FREMANTLE.

The Steamship

"SUISANG"

2,700 tons gross, and fitted throughout with electric light, will be despatched hence to FREMANTLE on or about May 28th.

For Freight or Passage apply to

JARDINE, MATHESON & Co., Ltd., Agents for the Time-Charterers.

Hongkong, 2nd May, 1914. [659]

ON SALE.

MAIL TABLES FOR 1914.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.

On Paper ... 25

On Sale at the Hongkong Daily Press Office.

Hongkong, 7th January, 1914

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART
LONDON & ANTWERP via SINGAPORE, &c.	NANUK	Brit. str.	A. Collyer
LONDON, ROTTERDAM & ANTWERP	CANDIANSHIRE	Brit. str.	J. J. Matheson & Co., Ltd.
LONDON via USUAL PORTS OF CALL	INDIA	Brit. str.	C. O. Talbot, R.N.R.
LONDON, HULL & ANTWERP	GARRETT	Brit. str.	W. L. Hartnell
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	CONDILLER	Brit. str.	G. Tabas
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	KAGA MARU	Jap. str.	Hold
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Knael
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	ALZHEIM	Ger. str.	Marcery
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	SCHONBERG	Ger. str.	Bugh
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Rasau
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Bath
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Jager
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Geisel
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	T. H. H. a
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Corneil
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Noma
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	J. Kanoo
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	C. Nabrath
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Smith
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	A. J. Hall
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	A. Zeeber
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	H. Thompson
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	O. Juraay
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	K. Soyeda
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	C. P. Sodden
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	H. Schmitt
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	T. Hori
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Yasawaki
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	T. H. Jones
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Soldino
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Sobek
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	E. Forsyth
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	F. B. Harris
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	F. von Bizer
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	J. Gaunt, R.N.R.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	P. J. H. Ritchie
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	C. W. C. W.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	W. Benson
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	W. R. Hekey
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	G. H. G. G.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Buch
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Y. Yamamoto
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	K. Hattori
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	S. Tokushige
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	J. W. Evans
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	W. R. P. P.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	A. H. Stewart
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	P. H. Rolfe
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Sidford
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	F. S. McMurray
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	W. G. G. G.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	K. Komiya
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Kawashima
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	C. J. Swanson, R.N.R.
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	Date
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	E. T. Tadd
MARSHALLS, LONDON & ANTWERP via SINGAPORE, &c.	BRISAVIA	Ger. str.	H. Mathias

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER				To LPOOL				From LPOOL				From VANCOUVER			
Steamers	Hongkong	Final	Leave	Steamers	Hongkong	Final	Leave	Steamers	Hongkong	Final	Leave	Steamers	Hongkong	Final	Leave
EMPERESS OF RUSSIA	Wed 15	May	17	EMPERESS OF RUSSIA	Wed 15	May	17	EMPERESS OF RUSSIA	Wed 15	May	17	EMPERESS OF RUSSIA	Wed 15	May	17
EMPERESS OF ASIA	Thurs 16	May	18	EMPERESS OF ASIA	Thurs 16	May	18	EMPERESS OF ASIA	Thurs 16	May	18	EMPERESS OF ASIA	Thurs 16	May	18
EMPERESS OF INDIA	Fri 17	May	19	EMPERESS OF INDIA	Fri 17	May	19	EMPERESS OF INDIA	Fri 17	May	19	EMPERESS OF INDIA	Fri 17	May	19
EMPERESS OF JAPAN	Sat 18	May	20	EMPERESS OF JAPAN	Sat 18	May	20	EMPERESS OF JAPAN	Sat 18	May	20	EMPERESS OF JAPAN	Sat 18	May	20
EMPERESS OF MONTAGUE	Sun 19	May	21	EMPERESS OF MONTAGUE	Sun 19	May	21	EMPERESS OF MONTAGUE	Sun 19	May	21	EMPERESS OF MONTAGUE	Sun 19	May	21

PASSAGE RATES—HONGKONG TO LONDON.

Via Quebec Via New York

EMPERESS OF RUSSIA Meals and Sleeping £71.10 £71.10

EMPERESS OF ASIA Car Berth across £65 - £65 -

EMPERESS OF INDIA Canada £28 additional £43 - £45 -

EMPERESS OF JAPAN

MONTAGUE

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the

PACIFIC MAIL S.S. Co. or TORO KIAN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine

steamers, the finest, fastest and most luxurious on the Pacific. Their passenger

accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library,

Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic

Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless

Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG via SHANGHAI, NAGASAKI, (through INLAND SEA OF

JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please

Apply to—

D. W. CRADDOCK,

GENERAL TRAVEL AGENT, Corner Pedder Street and Praya

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI, CHINA, SINGAPORE, &c.

TIENTSIN via WEIHAIWEI

MANILA

SHANGHAI and TSINGTAU

SHANGHAI, KOBE and MOJI

MANILA

SINGAPORE, PENANG and CALCUTTA

KOBE and MOJI

RETURN TOUS TO JAPAN

The Steamers "KURANG" and "LAISANG" leave about every 3 weeks for

Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. The

service is supplemented by the "FOOKANG" and "LAISANG" leaving Hongkong at

regular intervals for Yokohama, Kobe and Moji and returning

thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout

with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Chefoo, Tientsin, Dairen, W. W. W. and Y. W. W.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS.

Hongkong, 13th May, 1914

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS

Telephone No. 215

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMWARDS.

FOR

LONDON, ROTTERDAM & ANTWERP

LONDON & ANTWERP

LONDON & ANTWERP

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

VICTORIA, VANCOUVER, SEATTLE, TACOMA

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS

Hongkong, 12th May, 1914

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ARRIVALS

ANTAKAN, Russian str., 2,905, Schulz, 11th

May—Singapore 5th May, General

Russian Volunteer Fleet

BULOW, German str., 6,900, C. Nahrath,

15th May—Shanghai 9th May, Mails

and General—Melchers & Co.

CHIHAI, British str., 1,225, R. W. Lloyd,

15th May—Saigon 7th May, Rice and

Flour—Butterfield & Swire.

CHONG MARU, Japanese str., 1,325,

Yamagi, 11th May—Singapore 16th

May, Coal—Osaka Shosen Kaisha.

FOOCHOW, British str., 1,225, J. R. Owen,

11th May—Saigon 7th May, Rice—

Butterfield & Swire.

HAIMON, British str., 641, J. W. Evans,

12th May—Swatow 11th May, Gen-

eral—Douglas Lapraik & Co.

JAPAN, British str., 3,800, C. P. Seddon,

12th May—Calcutta 25th April, Gen-

eral—David Sassoon & Co.

LAERTES, British str., 1,350, C. Wawn,

15th May—Saigon 7th May, Rice and

General—Chinese.

NAMUR, British str., 4,187, A. Collyer,

15th May—Japan 6th May, General

—P. & O. S. N. Co.

TRIUMPH, German str., 769, Langschwager,

11th May—Hohow 10th May, Gen-

eral—Jensen & Co.

UCKERMARK, German str., 2,652, W.

Rassan, 12th May—Shanghai 9th

May, General—Hamburg-America

Line.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

May 12th.

BULM

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies steamers will be reduced to—
 Single Fare by Night Steamer ... \$8.00
 Return (available also for return by day steamer) ... 10.00
 Single Fare by Day Steamer ... 4.00
 Return ... 8.00
 The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 13TH MAY, 1914.
 8 a.m. HEUNGSHAN. 8 a.m. HONAM.
 10 p.m. KINSHAN. 5 p.m. FATSAN.
 THURSDAY, 14TH MAY, 1914.
 8 a.m. HONAM. 8 a.m. HEUNGSHAN.
 10 p.m. FATSAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.
 HONGKONG TO MACAO
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
 MACAO TO HONGKONG.
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 17TH MAY, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI TAI, 1,651 tons. S.S. TAISHAN, 2,006 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANMING, 589 tons.
 One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.
 Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD
 For SHANGHAI, KOBE AND POLYNESIAN ... On 17th May.
 YOKOHAMA ... V. CLOTAT ... On 31st May.

HOMEWARD
 MARSHILLES VIA PORTS ... On 19th May, at 1 p.m.
 (CORDILLERE ... On 2nd June, at 1 p.m.)

ALL STEAMERS FITTED WITH WIRELESS.
 TRANSHIPMENT on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
 Through Tickets to LONDON via PARIS by rail.
 Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
 For further particulars apply to
 P. THOMAS, AGENT.
 QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:
 From Hongkong: 25th May. "SUTAT" ... 17th June.
 EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.



PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE
 ZAFIRO 4000 F.S. McMurray Manila, Mangarin, On 22nd May, 4 p.m.
 HUBI 4000 J. Miller Manila, Mangarin, On 22nd May, 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NIPPON YUSEN KAISHA, NORDDEUTSCHE LLOYD and EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.
 Electric Light, Fans in every Cabin. Competent Stewards Carried.
 For Freight or Passage, apply to
 BREWSTER, TOMES & CO., General Managers
 Hongkong, 4th May, 1914.

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH-POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
 KOREA 18000 tons SIBERIA 18000 tons
 CHINA 10200 tons NILE 11000 tons
 PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

SIBERIA ... Sailing SATURDAY, 16th May, at 1 p.m.
 CHINA (via Manila) ... WEDNESDAY, 27th May, at Noon
 MANCHURIA ... SATURDAY, 6th June, at 1 p.m.
 NILE (via Manila) ... TUESDAY, 16th June, at Noon

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard croquet, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
 KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES
 PROPOSED SAILINGS FROM HONGKONG.
 (Subject to ALTERATION.)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer Captain Leaving
 "TACOMA MARU" ... T. Hamada ... THURSDAY, 14th May, at Noon.
 "PANAMA MARU" ... J. Kanno ... WEDNESDAY, 27th May, at Noon.
 "SEATTLE MARU" ... J. Saito ... THURSDAY, 11th June, at Noon.
 "MEXICO MARU" ... K. Kobayashi ... WEDNESDAY, 24th June, at Noon.
 "CHICAGO MARU" ... I. Goto ...
 "CANADA MARU" ... H. Yamamoto ...

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
 † Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving
 "INDO MARU" ... K. Komiya ... SATURDAY, 16th May, A.M.
 "LUZON MARU" ... T. Miyata ... FRIDAY, 5th June, A.M.
 "JAVA MARU" ... D. Fushigami ... MONDAY, 8th June, A.M.

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer Captain Leaving
 "KAISO MARU" ... Y. Yamamoto ... WEDNESDAY, 20th May, at 2 p.m.
 FOR TAMSUI VIA SWATOW AND AMOY.
 Steamers Captain Leaving
 "DAIGI MARU" ... S. Tokinaga ... SUNDAY, 17th May, at Noon.
 "DAIWIN MARU" ... K. Murakami ... SUNDAY, 17th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
 Steamers Captain Leaving
 "BOSHU MARU" ... K. Hattori ... WEDNESDAY, 13th May, at 10 A.M.

FOR CANTON.
 Steamers Captain Leaving
 "BOSHU MARU" ... K. Hattori ...

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
 These Steamers will arrive at and depart from Soa. Yip Wharf (near the Harbour Office, Praya Central).
 For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER.

Second Floor No. 1 Queen's Building.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHEFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES,

via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG AND NEW YORK

and from MANILA, HONGKONG AND JAPAN to

VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For SHANGHAI, KOBE AND YOKOHAMA
 Steamship To Sail
 "SEGOTIA" ... 28th June.
 "PREUSSSEN" ... 8th June.
 "SILESIA" ... 18th May.
 "C. FERD. LAEISZ" ... 3rd July.
 "SENEGAMBIA" ... 17th July.
 "SCANDIA" ... 27th July.
 "ALEXIA" ... 14th Aug.
 For VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)
 "SAMBIA" ... 17th May.
 "SAXONIA" ... 10th June.
 "SUEVIA" ... 12th July.
 "SITHONIA" ... 31st July.
 "BELGRAVIA" ... 8th Sept.
 For HAVRE, EMDEN & HAMBURG
 "UCKERMAR" ... 13th May.
 "ARABIA" ... 14th May.
 "ERISGAVIA" ... 24th May.
 "ALTMARK" ... 28th May.
 "BRASILA" ... 5th June.
 "WUERTTEMBERG" ... 6th June.
 "SUEDEMARK" ... 19th June.
 "SEGOTIA" ... 4th July.
 "GOLDENFELS" ... 13th July.
 For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSHILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa	12,500	WEDNESDAY, 30th May, at 10 A.M.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	ATSUTA MARU Capt. Irizawa	16,000	WEDNESDAY, 3rd June, at 10 A.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SAKI MARU Capt. Noma	12,500	TUESDAY, 19th June, at 4 P.M.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 2nd June, at 4 P.M.
	KUMANO MARU Capt. K. Soyoda	9,900	WEDNESDAY, 3rd June, at Noon.
	TANGO MARU Capt. Sakine	13,500	WEDNESDAY, 1st July, at Noon.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	SANUKI MARU Capt. Date	12,500	SATURDAY, 16th May.
BOMBAY VIA SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Kawashima	5,000	THURSDAY, 31st May.
KOBE and YOKKAICHI	KAMAKURA MARU Capt. T. Hori	12,500	FRIDAY, 15th May.
KOBE and YOKOHAMA	KANAGAWA MARU Capt. Tozawa	12,500	FRIDAY, 22nd May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sakine	13,500	TUESDAY, 2nd June, at 5 P.M.
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Yamawaki	15,000	WEDNESDAY, 30th May, at 11 A.M.

§ Fitted with New System of Wireless Telegraphy.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
 Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 232 and 1241

[8-9-10]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
 COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
 THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSHILLES and LONDON	Due at MARSHILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.	COLOMBO.	6 p.m. Tues.	Noon Satur.		Saturday	Friday
May 14	INDIA	May 19	May 23	MOREA	June 20	June 25
May 28	DEVANHA	June 2	June 6	MALJOJA	July 4	July 11
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MORDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 13

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
 Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	255	297
"B" " " " "	253	295
2nd Saloon "A" " " " "	244	286
"B" " " " "	240	280
1st Saloon "A" Accommodation Single	261	291
"B" " " " "	255	283
2nd Saloon "A" " " " "	242	283
"B" " " " "	238	257

IN ADDITION TO THE ABOVE MAIL STEAMERS
 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
 LONDON
 CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
 PROPOSED SAILINGS:

STEAMERS	Leave Y'HANA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SHILLES	Due at LONDON
NAMUR	about Apr. 28	about May 7	about May 13	about May 19	about June 16	about June 26
NOVAEA	May 26	June 4	June 10	June 16	July 14	July 24
NELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
KEITHREE	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SWILA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 19
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
 FARES TO LONDON:
 1st Saloon 250 Single; 275 Return. 2nd Saloon 235 Single; 252 Return.

FARES TO MARSEILLES:
 1st Saloon 246 Single. 2nd Saloon 233 Single.
 All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
 THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
 For Further Particulars, apply to—
 E. A. HEWETT,
 SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MANSEILLES	NAMUR Capt. A. Collier	10 A.M. 13th May	Freight and Passage.
SHANGHAI, MOJI, KORE, and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 16th May	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. E. Hickey	About 21st May	Freight and Passage.
LONDON via USUAL PORTS OF CALL	INDIA Capt. C. C. Talbot, R.N.R.	Next 23rd May	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWITT,
Superintendent.

Hongkong, 12th May, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
HONGKONG and HAIPHONG	KAIFONG	On 13th May, 10 A.M.	
SHANGHAI and TSINGTAU	ANHUI	On 14th May, 4 P.M.	
SHANGHAI and TSINGTAU	TINGCHOW	On 16th May, 4 P.M.	
SHANGHAI, Chefoo and NEWCASTLE	FOOCHOW	On 17th May, 4 P.M.	
SHANGHAI	LIANGCHOW	On 19th May, 4 P.M.	
MANILA, Cebu and LOLO	TEAN	On 19th May, 4 P.M.	
WEIHAIWEI and TIENTSIN	HUICHOW	On 24th May, 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI" "LIANGCHOW" and "TINGCHOW". Excellent accommodation, with Electric Light throughout, and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 12th May, 1914.

BUTTERFIELD & SWIRE,
AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	23rd May	On 29th May, 10 A.M.
ST. ALBANS	13th June	On 18th June, 10 A.M.
EASTERN		On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUMATRA AND PORT SAID.
S.S. "BOHEMI" 7,900 tons, will leave as above on 15th May, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no extra, no tips, no inside Cabins.
Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £30 1st, £26 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, ADEN, SUMATRA AND PORT SAID.
S.S. "NIPPON" 15,980 tons, will leave as above about 5th June.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPSON EXPRESS:
Via Venice, Milan, Simplicio, Lugano, Paris, Calais or Boulogne, Class I £28.15, II £26.10.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £28.15, II £26.10.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £28.15, II £26.10.
BY TATLER EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £25.10.

TO SHANGHAI
S.S. "AFRICA" 8,840 tons, will leave as above on 1st June, at 6 A.M.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
no KOBE via SHANGHAI YOKOHAMA.
S.S. "E. F. FERDINAND" 12,000 tons, will leave as above about 30th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.
SANDER, WIEBER & Co., AGENTS,
Hongkong, 6th May, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING" ... Capt. W. C. Pasmore ... FRIDAY, 15th May, at 11 A.M.
"HAIYAN" ... Capt. A. H. Stewart ... TUESDAY, 19th May, at 11 A.M.

For SWATOW AND RETURN

(Occupying 3 Days).

"HAIYAN" ... Capt. J. Evans ... WEDNESDAY, 13th May, at 11 A.M.
"HAIYAN" ... Capt. J. Evans ... SUNDAY, 17th May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPIRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 12th May, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
CHIYO MARU	22,000—21 knots	TUES., 19th May
TENYO MARU	22,000—21 knots	TUES., 10th June
* NIPPON MARU	11,000—18 knots	TUESDAY, 23rd June
* HONGKONG MARU	11,000—18 knots	FRIDAY, 10th July
SHINYO MARU	22,000—21 knots	TUES., 14th July

Steamers via Shanghai will be despatched at Noon.

First Class to LONDON	£71.10...	Return (6 Months) £120.
First Class to NEW YORK	£60. ...	£96.10.
" " " SAN FRANCISCO	£45. ...	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Seddon, will be despatched for YOKOHAMA, KOBE and MOJI on 20th May.
S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for MIKE, KOBE and MOJI on 22nd May.

WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, S.S.E., will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th May.
S.S. "DILWARA," 5,373 tons, Captain G. N. Ramage, S.S.E., will be despatched as above on 18th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.
For Freight or passage, apply to

DAVID SARSOON & CO., LTD.
AGENTS.

Hongkong, 13th May, 1914.

JAVA-CHINA JAPAN LIJN

REGULAR PORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIKINI	JAVA	First half of May	JAPAN	First half of May
TIJILWONG	SHANGHAI	First half of May	JAVA	First half of May
TIJIPANAS	JAVA	First half of May	SHANGHAI	Second half of May
TIJITAROEM	JAPAN	Second half of May	JAVA	Second half of May
TIJIMAH	JAVA	Second half of May	JAPAN	Second half of May
TIJIBODAS	JAVA	First half of June	JAVA	First half of June
TIJIMANOEK	JAVA	First half of June	SHANGHAI	First half of June
TIJILATJAP	JAVA	First half of June	JAPAN	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yark Buildings, 1st Floor.
Hongkong, 6th May, 1914.

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:—16, DES VOGES ROAD, HONGKONG.
SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES EXCHANGED.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 21st May, 1913.

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW," Capt. C. NARRATH	16,900	(Wednesday, 13th May, at 10 A.M.)
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON RINZKE	18,300	(About Thursday, 14th May)
MANILA, ANGAUR, YAP, MAR- ON, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. O. JORANY	6,100	(Saturday, 16th May, at 3 P.M.)
KOBE	"COBLENZ," Capt. H. SCHMITT	6,750	(About Tuesday, 26th May)

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about	FOR	about
"BORKUM"	21st May	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "HELGOLAND"	about Middle of June
"ALTAR"	25th May	FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "BORKUM"	about End of June
"DURENDART"	8th June	FOR MARSEILLES, ROTTERDAM AND BREMER/HAMBURG: S.S. "ALTAR"	Beginning of July
		FOR HAVRE, EMDEN AND HAMBURG/BREMER S.S. "DURENDART"	Middle of July

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914.

118

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS,
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK."

ON SALE

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the
English Mail from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver

FROM 1893 to 1909;

ALSO
RATES FOR SOVEREIGNS, GOLD
LEAF, BAR SILVER (From 1900),
and other Useful Information.

Prices: \$1 Cash.

On Sale at the "DAILY PRESS" Office or
Local Bookellers.

DIRECTORY

AND

CHRONICLE

FOR
CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS SETTLEMENTS, MALAY
STATES, SIAM, NETHERLANDS,
INDIA, BORNEO, THE PHILIP-
PINES, Etc.

FOR THE YEAR

1914.

To be Obtained at the Office of
THE HONGKONG DAILY PRESS
or
MESSRS. KELLY & WALSH, LTD.
Hongkong, 16th February, 1914.

Hoehn Extra Dry

gout american

OBTAINABLE FROM

KARL BRANDES,
No. 2, PEDDER STREET.

Hongkong, 11th May, 1914.

[38-25]



NATURA MILK

**BEST
STERILIZED
MILK**

ON THE MARKET.

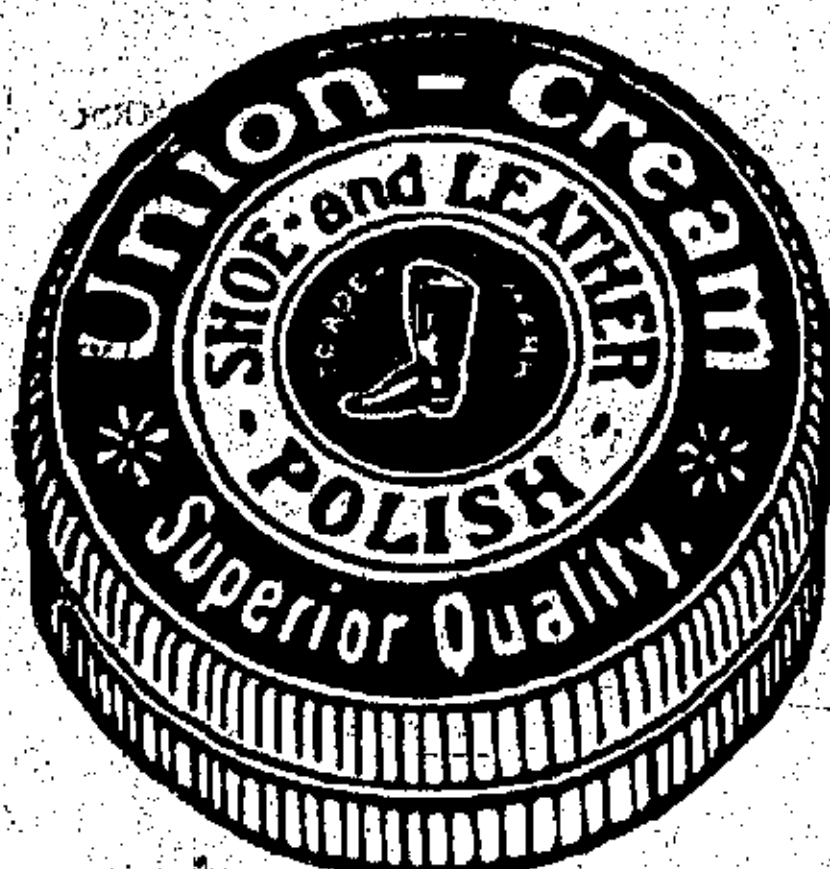
\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 11th May, 1914.

[38-46]

UNION AUGSBURG



**BOOT AND SHOE POLISH
METAL POLISH.**

THE BEST BRANDS ON THE
MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG:—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 11th May, 1914.

[38-41]

POST OFFICE NOTICE.

The *Prinz Ludwig*, with the GERMAN MAIL, left Singapore on Saturday, the 9th inst., at 9 a.m., and may be expected here to-day, at noon.

The *Savanki-Maru*, with the AMERICAN MAIL, is scheduled to arrive here to-morrow.

The *Langchow*, with the MAILS FROM LONDON (via Siberia) of Friday and Saturday, the 24th and 25th inst., is due to arrive here on Friday, the 15th inst.

On and after 15th inst., the Western Branch Post Office will be closed to the public at 8.30 p.m. The night mail for Canton will be closed at 9.30 p.m. Any letters posted up to 9.30 p.m. will be included in the mail.

Chinese Registered Correspondence will not be delivered on a signature only. The Choy of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
*Straits and *Ceylon	Namur	Wednesday, 13th, 8.00 A.M.
Hongkong	Phuyen	Wednesday, 13th, 8.00 A.M.
*Swatow, Amoy & Formosa via Takao & Amoy	Souha Maru	Wednesday, 13th, 8.00 A.M.
Hohow *Taiphong and *Pakhoi	Kaifong	Wednesday, 13th, 8.00 A.M.
Printed Matter and Sam		
Bilow		
Letters		
Bangkok		
Swatow		
Batavia, Samarang and Sourabaya		
SHANGHAI NORTH CHINA, JAPAN via		
NAAGAKI, UNITED STATES, SOUTH		
AMERICA AND CANADA VIA VANCOUVER		
(EUROPE VIA SIBERIA)		
[To make connection with the Dalny steamer		
leaving Shanghai on Monday, the 18th		
inst., at 7 a.m.]		
Swatow and *Bangkok		
Kuchinotai, Japan via Kobe		
*Tacoma, Vancouver and Seattle		
*Straits		
Japan via Kobe		
SHANGHAI NORTH CHINA, JAPAN via		
NAAGAKI, UNITED STATES, SOUTH		
AMERICA AND CANADA VIA VANCOUVER		
(EUROPE VIA SIBERIA)		
[To make connection with the Dalny steamer		
leaving Shanghai on Monday, the 18th		
inst., at 7 a.m.]		
Japan via Hiroji, *Victoria and *Tacoma		
Hohow, Haiphong and Pakhoi		
*Shanghai and *North China		
*Wellsfleet and *Tientsin		
Swatow, Amoy and Poochow		
Straits and India via Colombo		
SHANGHAI NORTH CHINA, JAPAN via		
NAAGAKI, HONOLULU, UNITED		
STATES, SOUTH AMERICA AND CANADA		
via SAN FRANCISCO		
(EUROPE VIA SIBERIA)		
[To make connection with the Dalny steamer		
leaving Shanghai on Wednesday, the		
20th inst., at 8 a.m.]		

* Specially superscribed correspondence only.

TO-NIGHT

9.15 p.m.—Hippodrome: Circus at Causeway Bay.

TO-MORROW

11.30 a.m.—Hongkong Electric Co., Ltd. Meeting of Shareholders.

FORTHCOMING EVENTS.

Friday, 16th May.

11 a.m.—Auction of Prime Ostrich Feathers at Sales Rooms by Mr. Geo. P. Lammer.

10 a.m.—Auction of Two Wooden Coal Lighters at Rowland Depot, by Messrs. Hughes & Hough.

Saturday, 16th May.

Noon—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., Extraordinary General Meeting at Jardine, Matheson & Co., Ltd.'s Office.

Noon—Auction of "The Tug" at Sales Rooms by Messrs. Hughes & Hough.

Monday, 18th May.

11.30 a.m.—Canton Insurance Office, Ltd. Meeting of Shareholders.

11.45 a.m.—The Canton Insurance Office, Ltd. Extraordinary General Meeting.

2.30 p.m.—Royal Hongkong Golf Club. Annual General Meeting at the Club House, Happy Valley.

4 p.m.—Meeting of Metal Importers at the Secretary's Office.

Thursday, 21st June.

11.30 a.m.—Hongkong Fire Insurance Co., Ltd., Extraordinary General Meeting.

COMMERCIAL

CLOSING QUOTATIONS

On LONDON:	May 12th.
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credits, at 4 months sight	111 1/2
Documentary Bills (months) sight	111 1/2
On PARIS:	
Bank Bills, on demand	245
Credits, at 4 months sight	250
On GERMANY:	
On demand	199 1/2
On New York:	
Bank Bills, on demand	47 1/2
Credits, at 60 days sight	48 1/2
On HAMBURG:	
Telegraphic Transfer	145 1/2
Bank, on demand	145 1/2
On CALCUTTA:	
Telegraphic Transfer	145 1/2
Bank, on demand	145 1/2
On BOMBAY:	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
On YOKOHAMA—On demand	95 1/2
On MANILA—On demand—Pore	95 1/2
On SINGAPORE—On demand	95 1/2
On BATAVIA—On demand	117 1/2
On HAITI—On demand	42 1/2 p.m.
On SAIGON—On demand	41 1/2
On BANGKOK—On demand	7 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.20
GOLD LEAF, 100 fine, per tael	\$53.50
BANK SILVER, per oz.	27

SUBSIDIARY COINS

		per cent.
Hongkong.. 20 cents pieces..	\$ 7.70	discount
Hongkong.. 10 ..	\$ 8.58	

MAILS VIA SIBERIA.

Date	On
April 26th.	May 11th.

ASK SPECIALLY FOR

MACKIE'S

WHITE HORSE

WHISKY.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, 12th MAY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTA- TION'S CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125 all	\$1810, sellers	1/400 232	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12 all	\$12		8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5 all	\$4.10, sellers		7 1/2 p.c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10 all	\$9 1/2, sellers		7 1/2 p.c.
Corroon Mills	20,000	Tls. 50 all	Tls. 124		5 p.c.
Ewo Cotton Spinning & Weaving Co., Ltd.	125,000	\$10 all	\$8, sellers		5 p.c.
Hongkong Cotton Spinning Co., Ltd.	40,000	\$7 1/2 all	\$37 1/2, buyers		5 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50 all	\$80, buyers		5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50 all	\$65		3 p.c.
New Amoy Dock Co., Limited	10,000	\$52 all	\$84		7 1/2 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100 all	Tls. 61, buyers		
S'hai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100 all	Tls. 94		
Green Island Cement Co., Limited	400,000	\$10 all	\$8 1/2		
Hongkong Electric Co., Limited	60,000	\$10 all	\$44 1/2, sellers		4 p.c.
Hongkong Hotel Company Limited	20,000	\$50 all	\$124 1/2, sellers		5 p.c.
Manila Metropole Hotel, Limited	15,000	P. 10 all	P84, sellers		5 1/2 p.c.
Hongkong Ice Company, Limited	5,000	\$25 all	\$190, buyers		5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10 all	\$22 1/2, buyers		9 1/2 p.c.
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$6 all	\$2		
Hongkong Steel Foundry Co., Ltd.	15,000	\$10 all	\$10		
Hongkong Tramway Co., Ltd.	325,000	5/ all	8/4		
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250 \$50	\$332 1/2		6 p.c.
China Fire Insurance Co., Limited	20,000	\$100 \$20	\$145, sellers		6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250 \$50	\$368, buyers		7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15 \$5	Tls. 140		
Union Insurance Society, Limited	12,400	\$250 \$100	\$765, buyers		6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100 \$60	\$195, @ Ex 7 1/2		
LANDS AND BUILDINGS.—					
H'kong Land Investment Agency Co., Ltd.	50,000	\$100 all	\$112, buyers		6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	35,000	\$100 \$75	\$200		
Hongkong Estate and Finance Co., Ltd.	150,000	\$10 all	\$7 1/2, buyers		5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50 \$30	\$44		7 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50 all	Tls. 92, buyers		
West Point Building Co., Limited	12,500	\$50 all	\$72 1/2, buyers		5 1/2 p.c.
Masthead (tot. Mijia, Bosch-on)	250,000	Gds. 10 all	Tls. 46, sales		
MINES.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	2/ all	37/		
Heavwood Tin and Rubber Estate, Ltd.	822,000	2/ all	2/6		
Ramb Australian Gold Mining Co., Ltd.	200,000	2/ all	\$5, sellers		
Trenoh Mines, Limited	160,000	\$10 all	\$10, buyers		7 1/2 p.c.
Peak Tramways Co., Limited	25,000	\$10 \$1	\$0.95, sellers		
Philippine Co., Limited	75,000	\$10 all	\$5		
Palpas et Papeteries du Tonkin Societe des	13,200	\$50 all	\$20, sellers		
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100 all	\$85		3 p.c.
Luxon Sugar Refining Co., Limited	7,000	\$100 all	\$23		
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25 all	\$84		5 p.c.
Douglas Steamship Co., Limited	20,000	\$50 all	\$27, cal. & buy.		7 1/2 p.c.
H'kong, Canton & Macao S.P. Co., Ltd.	80,000	\$15 all	\$22 1/2, L'don.		3 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	50,000 p.c.	\$5 all	\$57 1/2, 27. 10s.		
Shell Transport & Trading Co., Ltd.	50,000 def.	21 all	102		
Star Ferry Company, Limited	2,500,000	\$10 all	\$48, sellers		
South China Morning Post, Limited	5,000	\$25 all	\$20		
Steam Laundry Company, Limited	20,000	\$5 all	\$44, buyers		
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7 all	\$31		4 p.c.
Watson & Co., A. S., Limited	90,000	\$10 all	\$3		
Union Waterfront Co., Limited	50,000	\$10 all	\$20, sellers		5 1/2 p.c.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1906	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share Brokers.

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\$2.10 per 50's tin.

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MILKMAID RICH THICK CREAM

(Which can be Whipped but cannot be Beaten).

SIMPLY PURE CREAM.

Packed in Three Sizes of Tins—

1 1/2 oz., 5 1/2 oz., 4 oz., nett weights.

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KEEP COOL!

IT'S QUITE EASY EVEN IN THIS WEATHER, IF YOU INSTAL A "FREEZOR FAN"

3 SPEEDS VARYING FROM A GENTLE BREEZE TO A TYPHOON.

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